

GRAIN DEALERS JOURNAL

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England & Co., Chas., grain, hay.*
Fahey & Co., John T., gr'n receivers & expts.*
Hammond, Snyder & Co., Inc., receivers, expts.*
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Sawers Grain Co., grain commission.*

CHICAGO (Continued).

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Phelps Grain Co., T. D., wholesale grain.*
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McCardle-Black Co., grain merchants.*
Minor, B. B., grain consignments solicited.
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Shotwell & Co., C. A., commission, bkg.
Urmston Grain Co., receivers & shippers.*
Witt, Frank A., grain commission & brokerage.*

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Bruce Bros. Grain Co., consignments.
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Fisher Gr. Co., C. V., receivers & shippers of gr.*
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Frisco Elevators Co., grain merchants.*
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Woodward Newhouse Co., grain merchants.*
Zimmerman, Otto A., barley & oats my spec'ity.*

The GRAIN DEALERS JOURNAL.

[Incorporated]

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Chicago, Ill., U. S. A., July 25, 1918

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Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

NEWARK, N. J.

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Feltman Grain Co., C. H., grain commission.*

PEORIA (Continued).

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Taylor & Bourneque Co., shippers corn-oats.*
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Walton Co., Samuel, grain and hay.*

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Zahn & Co., J. F., grain, seeds.*

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recording of daily market prices of different
options.Each sheet is headed "Board of Trade Quota-
tions for Week Commencing Monday
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tions, 4 Corn and 4 Oats; have spaces for the
market hourly and at close. Closing prices for
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Sixty sheets, 9½x9½ inches, are well bound in
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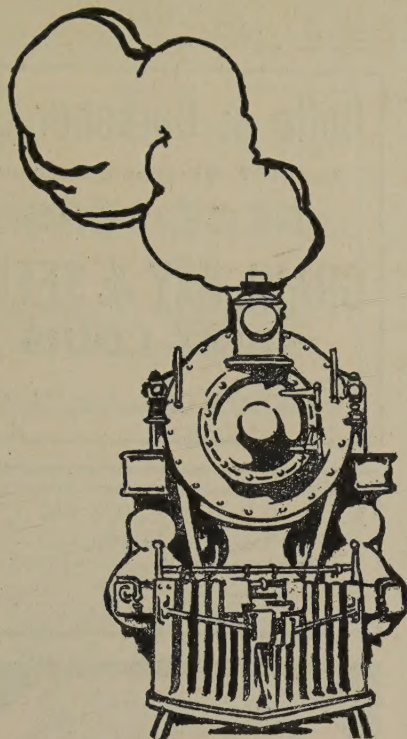
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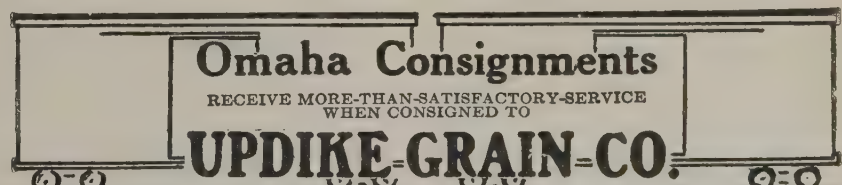
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GRAIN COMMISSION.
MINNEAPOLIS DULUTH**WOODWARD-NEWHOUSE CO.**
Minneapolis, Minn.**Grain Commission**Want a Job?—Advertise in the Situation Wanted
columns of the Grain Dealers Journal**MARFIELD GRAIN CO.**
Receivers and Shippers**Grain Shippers**and in fact all grain men who are
wide awake and on the alert to
get onto all the ins and outs of the
grain business, subscribe for and
read the Grain Dealers Journal.**RECEIVERS, SHIPPERS AND BROKERS****CONSIGN**
WHEAT - CORN - OATS
—TO—
DUMONT, ROBERTS & CO.
301-2 Cham. of Com., DETROIT
"The top o' the market to you."**The Fort Worth Elevators Company**

FORT WORTH, TEXAS

GRAIN, FEEDS, FIELD SEEDS AND PUBLIC STORAGE
SOUTHWESTERN HEADQUARTERS KAFFIR, MILO MAIZE, FETERITA
Wire or Write Us to Sell or Buy**BOLIN HALL GRAIN CO.**
Kansas Hard Wheat
Milo Malze and Kaffir Corn
HUTCHINSON - KANSAS**LEE D. JONES**
MEMPHIS, TENN.
Specializing in
RED OATS
CORRESPONDENCE INVITED**H. C. CARSON & CO.**
WHEAT—CORN—OATS—RYE—BEANS
1548 Penobscot Bldg., DETROIT
"CONSIGN TO CARSON"**Stockbridge Elevator Co.**
BUYERS
OF **Salvage Grains**
Submit Samples and Quote Prices
JACKSON MICHIGAN**E. A. GRUBBS GRAIN CO.**
Greenville, Ohio
Wants Correspondence with members of the
Grain Dealers Associations in Ohio, Indiana and
Illinois. We want strictly sound winter wheat,
yellow shelled corn and recleaned white oats.**Paul Kuhn & Co.**
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RECEIVERS, SHIPPERS AND BROKERS

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ALBERT MILLER & COMPANY
 Handlers of everything in
HAY and STRAW
 "CONSIGNMENTS AND ORDERS SOLICITED"

Timothy	Prairie	192 N. Clark St. CHICAGO, ILL.
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Offer Us

CORN, OATS
MILLFEED
SCREENINGS
FLOUR
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BLOOMINGTON, ILL.

ASK FOR PRICES ON
CORN FEEDS
ALF-MOL-GRAIN
FEEDS
CORN MEAL
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"Safety-First" Brand

The Scott County Milling Co.

Daily Capacity 3500 Bbls.

OFFER US YOUR
CORN, RYE and BARLEY

Mills and Elevators,
SIKESTON,
DEXTER,
ORAN.

Storage
Capacity
3,000,000
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THE GATES ELEVATOR CO.

Receivers and Shippers

Grain, Hay and Millfeeds
CLEVELAND, OHIO

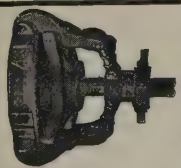
E. I. BAILEY

CLEVELAND, OHIO

Receiver and Shipper of
Corn, Oats, Millfeed

ASK FOR PRICES

If What You Want you see advertised, tell the advertiser. If Not--Tell the Journal



Are You Wasting Money?

Operating machines and shafts that could stand idle at least a part of the time. Equip your plant with Tester Clutches and start saving money. Get our Free Booklet. Decatur Foundry, Furnace & Machine Co., Dept. D, DECATUR, INDIANA

STEEL GRAIN TRIERS

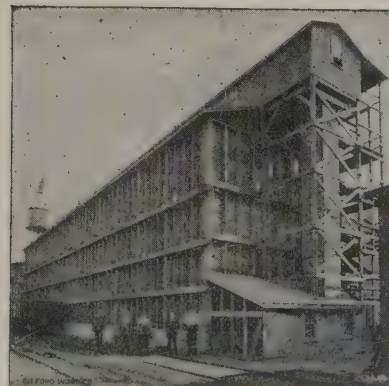
Are necessary for sampling grain

WE CAN FURNISH THEM FROM STOCK

BAUM'S METAL SPECIALTIES

1311 Baltimore Ave., KANSAS CITY, MO.

Big Business is Just Ahead of You—



Unusual Demand for Coal Handling Machinery
A Good Business Barometer

Are your facilities adequate for handling your present tonnage—and More Business too?

Let us show you a way to reduce your Handling Cost, increase daily deliveries and better your service.

G-W
Wagon
Loaders
Solves the
Loading
Problem
Send for
Catalog 16G.



GIFFORD-WOOD CO.

Chicago Office: 565 W. Washington Street
Works: Hudson, N. Y.

Prevent
CLAIM LOSSES

with

TYDEN CAR SEALS

Bearing shipper's name and consecutive numbers.

6000 SHIPPERS

Are now using them.

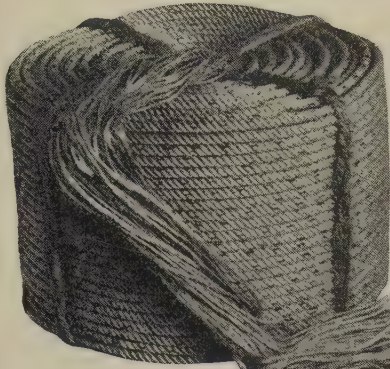
Write for samples and prices.

INTERNATIONAL SEAL & LOCK CO.

Chas. J. Webb, Vice-President

617 Railway Exchange Bldg. CHICAGO, ILL





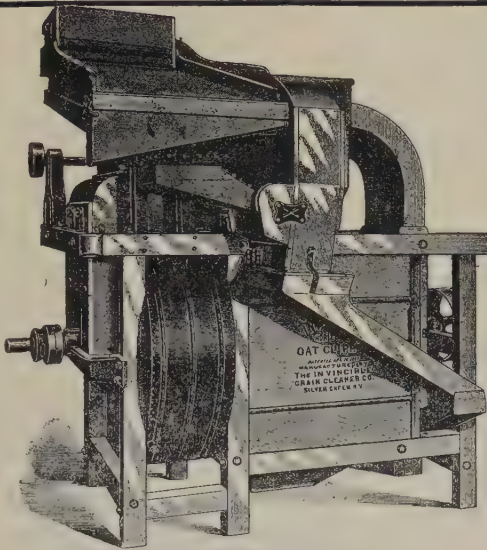
FROM MAINSHAFT TO HEAD

Specify AJAX TRANSMISSION Rope in your elevator. Designed especially for grain elevators, it is the best rope the most skillful workmanship can produce. Delays caused by broken transmission rope are expensive. Specify AJAX on your next job.

H. CHANNON CO.

Chicago, Ill.

AJAX



BOOST THRIFT STAMPS
Let's show the world that we Americans
are in deadly earnest.

It's a mighty fine feeling to know that your cleaner is adaptable. That it will clip, scour or air and screen-clean at your option.

This machine is built that way.

INVINCIBLE GRAIN CLEANER CO.

Dept. 4

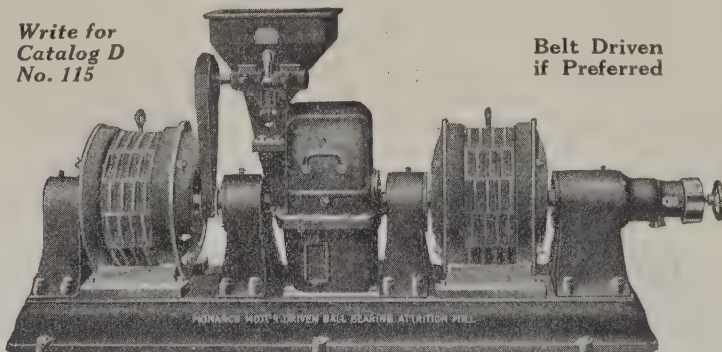
Silver Creek, N. Y.

"TROUBLE PROOF!" is the verdict of hundreds of users of THE MONARCH BALL-BEARING ATTRITION MILL

Trouble proof, because it never gets out of tram; because its parts are machined to fit with extreme mathematical precision; because its every part is readily accessible,

Write for
Catalog D
No. 115

Belt Driven
if Preferred



thus making it possible to care for it properly and to make replacements quickly and easily. These facts are important to you — the owner and the operator.

Let us explain to you the Monarch's many points of superiority.

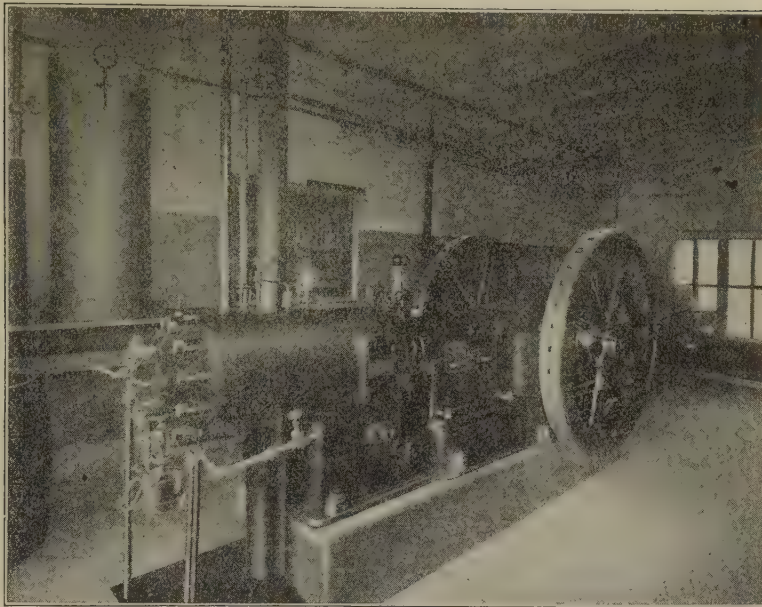
SPROUT, WALDRON & COMPANY

Mill Builders and Milling Engineers

Main Office and Works, MUNCY, PA.

P. O. Box No. 26

Chicago Office: No. 9 So. Clinton



THE POWER BEHIND THE MILL

Must Be Economical--Reliable--Uncomplicated

The Crosshead Construction Feature of Giant Engines Secures

Reliability

24 hours' service when necessary

Durability

Minimum expense for repairs and maintenance.

Accessibility

Adjustments without dismantling.

Positive Lubrication

The oil bath and force feed system.

Giant Semi-Diesel Fuel Oil Engines are very popular with grain men; scores of them being installed in elevators throughout the grain country.

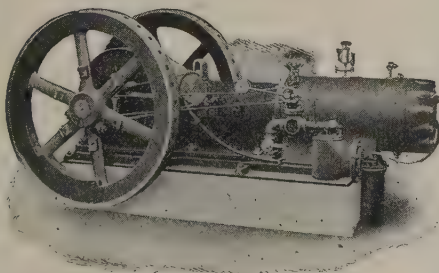
The above illustration shows the power plant of the Laurel Milling and Grain Co., Laurel, Neb., a 50 horse power Giant Semi-Diesel Fuel Oil Engine. This engine was installed early in 1916 and has been in continuous operation in the wheat season from ten to eighteen hours per day—without a cent of cost for repairs.

Giant Semi-Diesel Fuel Oil Engines are built single and duplex in capacities from 20 to 160 horse power.

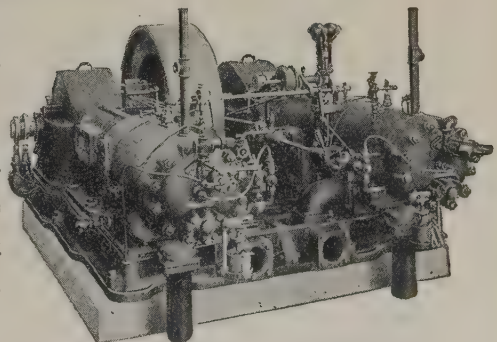
Giant Engines have no Valves, Carburetor, Magneto or other Electric Firing Devices. They have Valveless Two Cycle Power Cylinder, Governed Fuel Injection, Hot Plate Ignition, Self-Oiling Lubrication, Crosshead Construction, Perfect Scavenging, Rugged Enclosed Frame, Balanced cranks.

Giant Gas Engines

Where cheap gas is available many elevators are finding a Giant Gas Engine an ideal solution of their power problems. Giant Gas Engines will run satisfactorily on any manufactured or natural gas containing 600 B. T. U.'s or more per cubic foot. Records of the engine's fuel consumption frequently show power costs as low as 3/10 of a cent per H. P. hour. The Giant Gas Engine is of the horizontal, straight line type, with crosshead and two stroke cycle operation, built as a single cylinder machine in sizes from 25 to 110 H. P., and as a duplex from 130 to 220 H. P.



Giant Gas Engine



Duplex Giant Fuel Oil Engine

Write for Bulletins

CHICAGO PNEUMATIC TOOL CO.

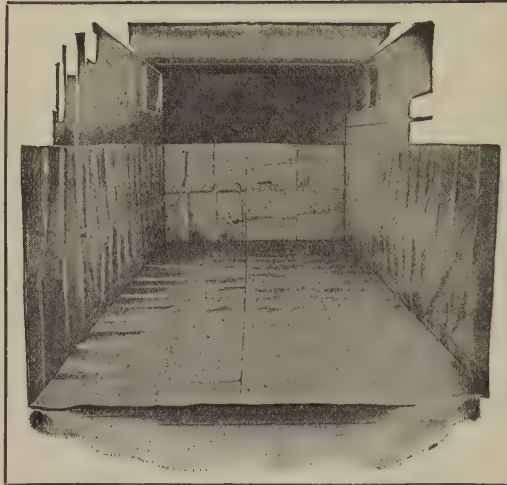
CHICAGO: 1025 Fisher Bldg.

Branches
Everywhere

NEW YORK: 52 Vanderbilt Ave.

Kennedy Car Liners

make old cars useful, and defective cars feasible. Once used, always used. Easy to handle and quick to install.



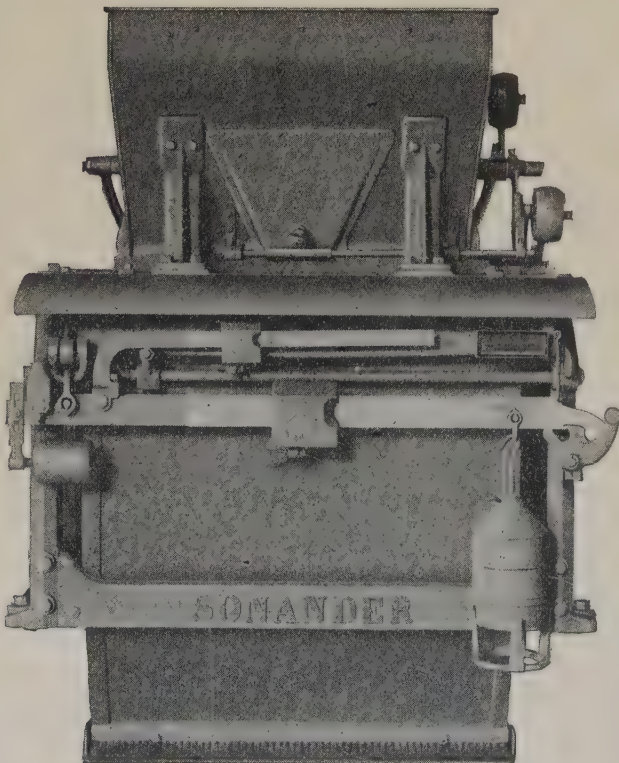
Kennedy Car Liners

prevent all leakage of grain in transit and pay for themselves. Send for illustrated literature.

The general shortage of railroad equipment necessitates using cars in more or less bad order, cars with defective ends and corners, and cars to which grain doors cannot be properly fitted. All of these cars can quickly be made available for grain shipments if fitted with Kennedy Liners. Write or wire at once for full particulars. We can make you a proposition that will appeal at once. Rush orders a specialty.

KENNEDY CAR LINER & BAG CO.
SHELBYVILLE, IND.

Be Sure of Your Weights



When you put in a claim against a railroad for grain lost in transit are you always sure that the weights you give are correct? Will they stand rigid investigation? These are the things you must think about before you file your claim. Why not feel sure of it; convinced that these weights are correct. You will if you will install a

Howe-Sonander Automatic Scale

This scale is built in various sizes. Its Non-Chokable Feed Hopper prevents cobs or trash from stopping the scales.

If you are desirous of learning more about this scale, write to any of the offices below.

Howe Scale Co. of Illinois

CLEVELAND, OHIO, 1424 W. 9th St. Henry Vogel, Mgr.
CHICAGO, ILL., 1315 So. Wabash Ave. O. B. Main, Mgr.
ST. LOUIS, MO., 409 4th St. F. L. Rogles, Mgr.
KANSAS CITY, MO., 1510 Main St. W. C. Peak, Mgr.
For Washington, Oregon and Idaho Business, Address
Pacific Scale & Supply Co., Wm. Schweizerhof, Mgr., 46 Front St.,
PORTLAND, ORE., or 546 1st Ave. So., SEATTLE, WASH.

Elevator Equipment

The record crops this season will tax the facilities of all elevators, and when it comes to extra equipment of any kind this is the accredited headquarters. We're in a position to give immediate attention to rush orders, having fully anticipated the requirements of the trade. The difference between an indifferent success and a big success is a matter of keeping up-to-date. These are our specialties:

"Western" Line

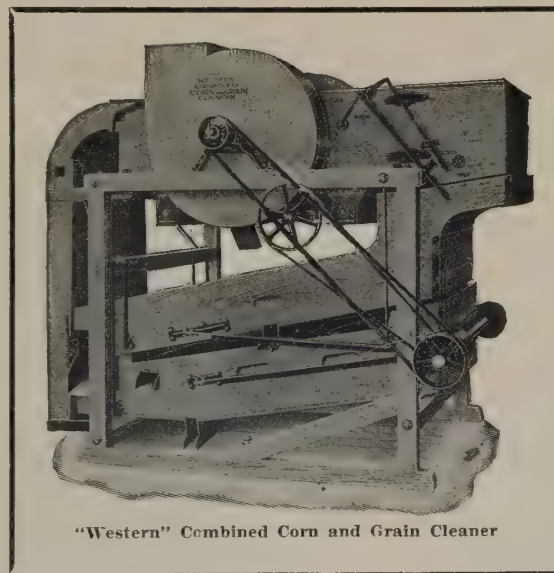
Cleaners
Shellers
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"Western" Gyrating Cleaner

"Western" Line

Sheaves
Gears
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Scales
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Bearings
Couplings



"Western" Combined Corn and Grain Cleaner

Western devices and machinery have "made good" for 40 years and are growing in favor right along. Nothing is ever sent out under our name but what is full first-class in every particular.

The Union Iron Works, Decatur, Ill.



100 H. P. Type C Muncie Oil Engine

LESS FUEL

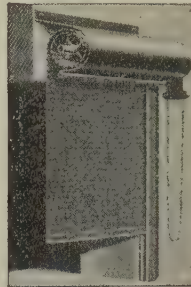
required for the generation of power to drive the elevator means lower operating costs for the owner of the plant; and it means the conservation of valuable resources that may be put to other use.

Muncie Oil Engines

develop their horse-power rating on a smaller quantity of fuel than other engines. Looking at the matter in another way, they give more power for the same money. As a user of power you are interested in these things. Let us tell you why these facts are true.

MUNCIE OIL ENGINE CO.
516 JACKSON STREET MUNCIE, IND.

EDWARDS ROLLING STEEL DOORS



Chain Gear Operated



Handle Operated

Made of special cold rolled steel, heavy enough to be an absolute protection against fire and burglars. Patented mechanism closes doors automatically in case of fire. All sizes available up to 40 feet wide and 100 feet high.

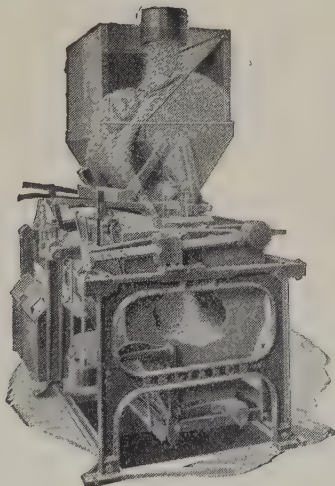
Special designs and specifications prepared by our Engineering Department for the asking. We also make Metal Roofing, Steel Lockers, Portable Buildings, Metal Bins, Metal Shelving, etc.

Send for catalog giving full particulars.

THE EDWARDS MFG. CO.

339-389 Eggleston Avenue CINCINNATI, OHIO
Lester G. Wilson, Cons. Engr.

RELIANCE AUTOMATIC SCALES



New and improved features put these scales in a class by themselves. Weigh evenly and accurately, screening the grain for sticks or stalks, and allowing a steady, uniform flow under all conditions.

Send for fuller information

National Automatic Scale Co.
3440-3442 So. Ashland Ave. CHICAGO, ILL.

POST YOUR PRICES

TODAYS PRICES	
OATS	45
CORN	77
WHEAT	101
RYE	118
BARLEY	134
CLOVERSEED	950

and stick to them. The farmer likes to know he is getting a square deal.

An attractive, convenient Bulletin for posting the prices you are bidding for grain, seeds and hay, will save you money.

Price Posting Bulletin Form 1 is made of heavy No. 30 gauge steel, japanned so that it will not rust. Top piece contains the words "TODAY'S PRICES" in bold, white type; punched for screw hooks. Six card holders are hung to top so as to provide room to post prices bid for different commodities.

Card holders are turned over on top and bottom edges so they will hold the cards firmly. Complete set of cards bearing the words, Oats, Wheat, Rye, Barley, Y. Corn, W. Corn, Flax, Clover, Timothy, Alsike and Hay; and 10 sets of digits so that the price of each commodity may be easily and quickly posted.

Order Form 1.

Size 14x19½ inches.

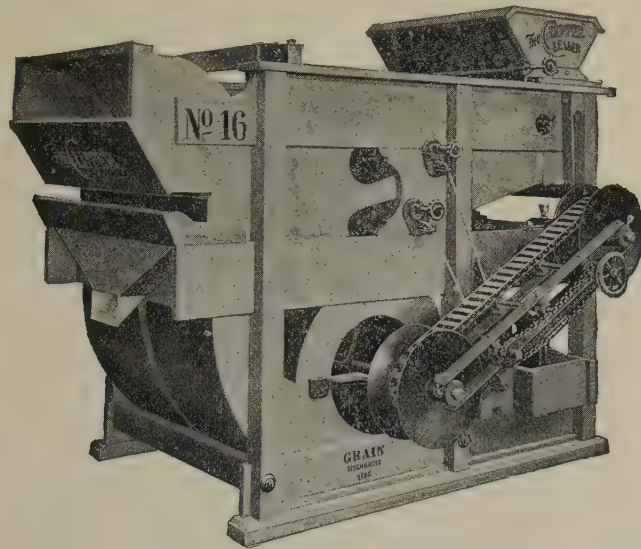
Price \$2.00

GRAIN DEALERS JOURNAL
315 South La Salle St. Chicago, Ill.

No. 16 Clipper Seed Cleaner

With Roller Bearing Screen Brushes and Variable Air Regulator

THIS is a small, inexpensive seed cleaner but it has all of the very latest improvements, and if equipped with sufficient screens will handle any kind of fine field or garden seeds. You can secure results on this machine equal to some of the largest and most expensive machines. When used in batteries of two or



three machines, the No. 16 Cleaner is unequalled for handling any kind of seed and will give results satisfactory in every respect. This machine requires less than one horse power and occupies a small amount of space, and can be equipped with any number of screens to meet the requirements of the purchaser.

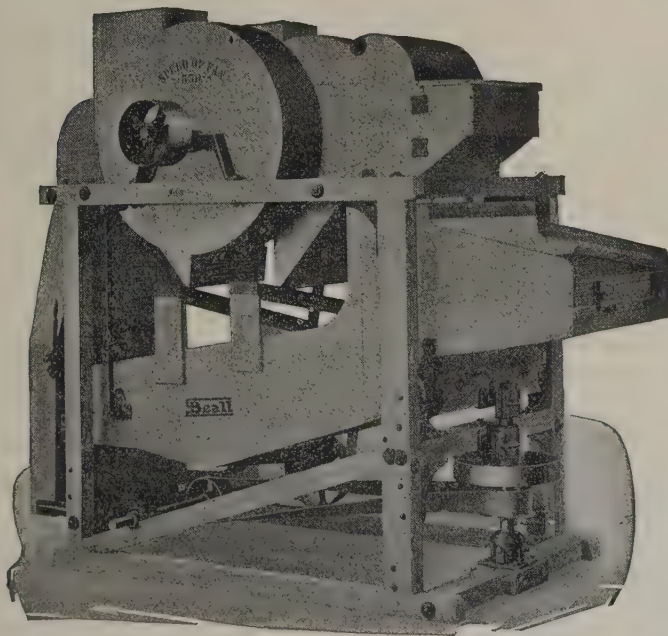
We carry the largest assortment of perforated zinc and fine woven wire screens of any Cleaner manufacturer in the world. Out of this exceptionally fine assortment we can select outfits of screens for any line of work you may wish to do regardless of what it is. If the separation can be made on a screen, we can furnish the screen. The traveling brushes on this machine keep the screen perforations open all the time and the Variable Air Regulator enables you to regulate the air blast to exactly meet the requirements of the very lightest seed or the heaviest grain and all in an instant's time.

Write for full description

A. T. FERRELL & COMPANY

Saginaw, W. S.. Mich.

The Beall Grain Separator



A splendidly - balanced, smooth-running machine that pays a good profit wherever used, cleaning grain evenly and thoroughly with two independent fans.

Beall
THE MARK OF QUALITY

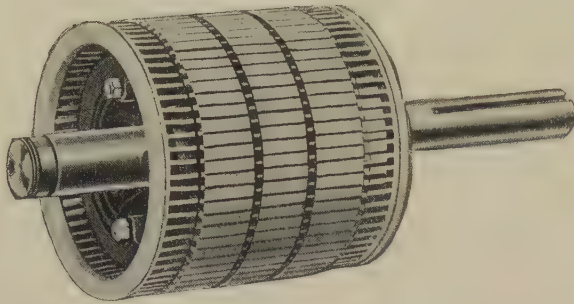
The air system is as perfect as modern ingenuity can make it. Never any disappointments. Send for Catalogue giving full working particulars and complete details.

Beall Improvements Company - Decatur, Illinois

Long Life—Efficient Service—
from Fairbanks-Morse Induction Motors
the Result of This—

SOLID METAL ROTOR WINDING

No screws, bolts or rivets to break or fall out—
no joints to loosen—no arcing between
bars and rings—no sparking.



The end rings are **cast on**. A perfect fused union is made at every bar—as strong as a one-piece steel bridge.

Guaranteed by Fairbanks-Morse Quality

These motors have *ball bearings*—packed with grease—means no oil slop—reduced friction—more power on the job—little attention—lower maintenance costs.

FAIRBANKS, MORSE & CO.
Chicago - Manufacturers

Engines, Motors, Pumps, Scales, Water Systems, Lighting Plants,
Hoists, Air Compressors, Etc.



Fairbanks-Morse 150 H. P. Ball Bearing A. C. Motors in loading tower of large public grain elevator.

A KEWANEE Renewable Bottom Loading Spout Saves

Grain, Money, Time, Labor



Every experienced grain man knows that loading spouts wear only on the bottom side.

YOU have thrown away hundreds of dollars in grain spouts because of small holes. 98% of these spouts were still good. When small holes wear in the Kewanee, you don't have to throw away the spout. Just slip in new bottoms at a few cents each. Each section will outwear dozens of bottoms.

A Kewanee Renewable Bottom Loading Spout is a permanent improvement—the old style spout is always temporary. The Kewanee costs about the same as others, but will outlast a dozen of them.

Give us the size of your down spout and length of your present loading spout, and let us show you how to save. A rough sketch will help us. You will be under no obligations.

Kewanee Implement Co.

514 Commercial Street

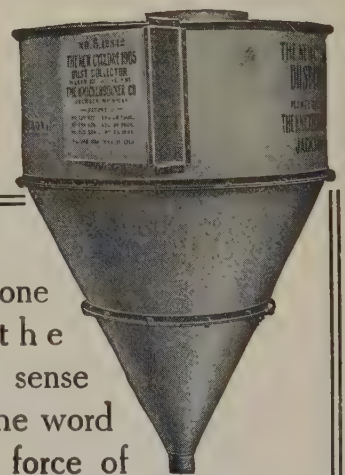
Kewanee, Illinois

Section of
Kewanee
Renewable
Bottom
Loading
Spout



Pat. Pending

A
cyclone
in the
true sense
of the word
has force of
air without any back draft.



The New "1905" Cyclone Dust Collector

By improved construction, three-fourths of the back draft is eliminated and better work is done on less power. Send for prices and particulars.

The Knickerbocker Co.
Jackson, Mich.

CODE WORDS

for

U. S. Corn and Wheat Grades

A supplement to the Universal Grain Code is ready for distribution. It is free; postage 2 cts.

The Universal Grain Code was compiled especially for the use of the grain and milling trades, and it contains every word, phrase and term in use by the grain trade. The Code makes it possible to keep your business messages private. Its 146 pages contain 13,745 expressions and no two code words are spelled near enough alike to cause confusion. The book is 7x4 $\frac{5}{8}$ inches in size, printed on policy-bond paper, and bound in black, flexible leather. The price is only \$3.00.

Names of purchasers are published in the list of Universal Code Users and distributed to the grain trade free of charge.

The Supplement is a four-page folder to be inserted between pages 44 and 45 of the Code. It gives a code word for each class, sub-class, and grade of wheat and corn, and for each explanatory term, used in the new U. S. Standards. It is not lawful to sell grain for shipment in interstate commerce by any other grade than those specified in the Standards, and therefore it is necessary to specify those grades when wiring in order that misunderstandings may be avoided. A copy of the Supplement will be sent free upon receipt of a 3-ct. stamp.

MATFELON in a message means Universal Grain Code.

Grain Dealers Journal

305 So. LaSalle St.

Chicago, Ill.



Dockage

has caused considerable ill feeling between the elevator man and his farmer patrons. It is to the grain dealer's advantage to install a machine that will prove to the farmer that the dockage is on the square. They prefer to sell their grain to an elevator where guess work has been eliminated; where dockage is determined on

The Emerson Oats from Wheat Tester

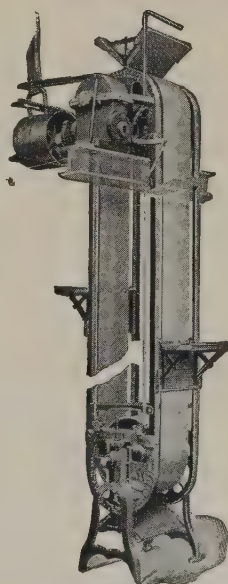
It is installed in over 7,000 elevators, flour mills, grain inspection departments, boards of trade, and the U. S. Grain Standardization department. We guarantee not a kernel of oats left in the sample and not a kernel of wheat lost with the oats. Write for illustrated literature descriptive of this tester.

W. H. EMERSON & SONS

Campbell St. and M. C. R. R.

DETROIT, MICH.

THE HUMPHREY EMPLOYEE'S ELEVATOR



again was given preference as a part of the equipment of the Chicago & Northwestern Railway Elevator at Milwaukee.

This is proof of the HUMPHREY efficiency in power man-lifts. Saves time and energy of workman.

Write for prices and detailed information why the "Humphrey Endless Belt Route" means bigger profits to the owner.

HUMPHREY ELEVATOR COMPANY

Dept. G.
Sole Manufacturers

Faribault,

Minnesota

HALL SPECIAL ELEVATOR LEG

If a machine stands the test of scientific analysis, it is perfect mechanism. Science verifies truth. More engineering skill has probably been devoted to perfecting the HALL SPECIAL LEG to make it commercially efficient and economically successful than has ever before been devoted to the subject of transporting grain. The result is 100% advantage gained in point of economy. It is a triumph seldom attained in modern mechanics. It cuts expenses one-half and pays for itself every few months or weeks, depending upon the volume handled.



Hall Signaling Grain Distributor

The average man thinks a sheet metal spout for distributing grain that costs less than a cast metal distributor is saving him money. The engineer knows better. Many baffling problems in distributing grain were solved by the advent of the Hall Signaling Distributor. Few things have been so successful from the start. You cannot realize all this until you have one.

Send for Catalogue B-3.

Hall Distributor Company, 222 Railway Exchange Bldg., Omaha, Nebr.

TORSION BALANCE

Corn Grading
Grain Moisture
Bean and Seed Testing Scales
Special Scales for Special Purposes



Style No. 6000
Corn Grading Balance

Torsion Balances

—have—
No Knife-edges—No Friction—
No Wear—No Concealed
Bearings

Used by U. S. Dept. of Agriculture, Testing Stations, Grain Elevators, Seedsmen, Commission Houses and Boards of Trade.

WRITE FOR SEED PAMPHLET

Torsion Balance Co.

MAIN OFFICE Factory
92 Reade St. 147 8th St.
New York, N. Y. Jersey City, N. J.
Pacific Coast Branch
49 California St., San Francisco, Cal.



Made for Long Service

The paint that is cheapest "by the gallon" is dearest by the year, because you have to repaint oftener, using up more labor and material than when you use

DIXON'S Silica-Graphite PAINT

which "lasts longer" and therefore is the most economical in labor and material PER YEAR OF SERVICE. Insist on Dixon's Silica-Graphite Paint made in First Quality for over Fifty Years. Four colors. Recommended and used for metal and wood protection. Write for Booklet No. 15-B.

Made in JERSEY CITY, N. J. by the
JOSEPH DIXON CRUCIBLE CO.

D X N Established 1827 D X N
TRADE MARK TRADE MARK

The Automatic Dump Controller Eventually?



No, you can't afford to say "I'll wait 'till after the War." NOW is the Time. NOW, if ever, AMERICA needs elevators that have the most modern and up-to-date equipment, in order to handle the vast crops of grain that are being raised this year.

It is very necessary that we save labor in every way, and at the same time push the work along at a good speed.

Make the controller that you already have, like new, by refilling it with oil.

It's a Trade-Getter—
It's a Trade-Keeper.

L. J. McMILLIN

523 Board of Trade Bldg. INDIANAPOLIS, IND.

Eliminates Spotting Charges



IT MOVES THE CAR

by imparting a turning motion to the wheel—not by lifting it off the rail. It is because it does the thing that is desired, and because it is sturdily built of the best materials that the

NEW BADGER

has for so many years given perfect satisfaction to hundreds of grain dealers all over the country. We will send the New Badger to you free and permit you to try it on cars on your own siding for **Thirty Days**. If it is satisfactory we are to receive \$5.00 for the Car Mover, f. o. b. Appleton, but if not satisfactory it can be returned and we pay freight both ways. Write the letter and we will send the New Badger right away.

Advance Car Mover Co., Appleton, Wis.

DUPLICATING SCALE TICKET BOOK

No. 52 is designed especially for country dealers who use scale tickets. It is a book 9x12 inches, check bound in heavy board covers. It contains 200 sheets, 100 white sheets being interleaved with 100 manila sheets. On one side of the white sheets are printed 8 scale tickets and the sheet is perforated so that each ticket can easily be removed. Each ticket is printed, ruled and spaced for the following information: Date; Bot of; Price per Cwt; Price per bu.; Driver on, Off; Gross; Tare and Net Lbs.; Net Bus.; Weigher. A sheet of carbon is placed between the white and manila sheets, so that the weigher tears out a ticket and gives to each driver, retaining a carbon copy of it. 800 tickets in each book with a rubber stamp for quickly filling in name of buyer. Price \$1.25.

GRAIN DEALERS JOURNAL,

La Salle St., Chicago, Ill.

The Van Ness Safety Roller Bearing Manlift

is built for service. Made from Selected White Birch, has direct acting springs, double safety device that will not fail, runs easy, unnecessary to bolt or lock it while not in use.

Has wire cable and cotton handline. Sold on 30 days' trial. Write for circulars and prices.

Manufactured and for sale by

R. M. Van Ness
Construction Company

203 Grain Exchange
OMAHA, NEB.

We Build
Modern Grain Elevators

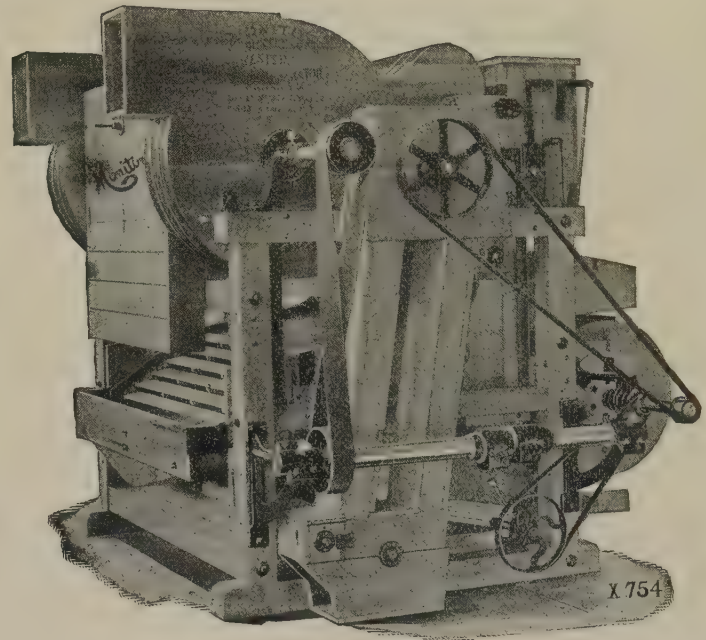




Northwestern Separator

Will do more and better cleaning of Succotash Mixtures than was ever done until this machine was produced. We stand ready to prove this in any elevator.

HUNTLEY MFG. CO.
Silver Creek, N. Y.



Duplicating Grain Contracts

Do not take chances on verbal contracts for future delivery of the grain you are now purchasing. With the present unstable condition of the markets, Mr. Farmer is very liable to forget them if the market should advance or his crop be a failure.

Our Duplicating Grain Contracts will save you time, worry and money and should be used on every purchase. They certify the Farmer "has sold — Bushels of — at — cents per bushel, to grade No. —, to be delivered at — on or before —." They also certify that "If inferior grain is delivered, the market difference at which such grain is selling on day of delivery shall be deducted.

Put up in books of 100 duplicate sets. Originals of bond paper are machine perforated so they may be easily torn out, while the manila duplicate remains firmly bound in the book. Both sheets contain a printed form on the back for entering all grain delivered on the contract. Check bound and supplied with 3 sheets of carbon. Order FORM 10DC, Price \$1.00.

Send all orders to

Grain Dealers Journal

315 South La Salle St.

CHICAGO, ILL.

AS PIONEERS in the manufacture of rubber belting for elevating and conveying grain, we feel that we are in better position than other manufacturers to cater to the needs of grain elevator owners. The world's largest grain elevator, many of the larger terminal elevators and scores of country houses use our Elevator Belting. It is warranted to run perfectly smooth and true on pulleys, and can be depended upon at all times to do the work required.

Belts punched accurately for buckets if desired. Estimates for elevator equipments cheerfully furnished.

New York Belting & Packing Co.

91-93 Chambers Street
NEW YORK

124-126 W. Lake Street
CHICAGO, ILL.

2d Ave. N. and 3d Street
MINNEAPOLIS, MINN.

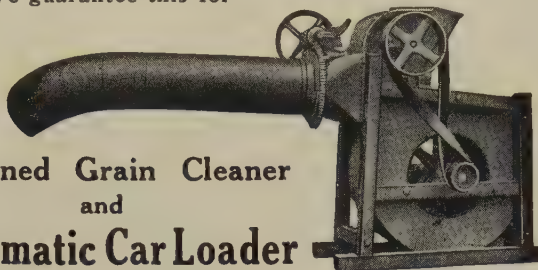
218-220 Chestnut Street
ST. LOUIS, MO.



CLEAN AND LOAD IN ONE OPERATION

Now that grain is commanding such a high price and there is and will be such a demand for it, it behooves you to load it properly, this means that you should use a Car Loader that cleans and loads at the same time. We guarantee this for

The
Combined Grain Cleaner
and
Pneumatic Car Loader



It does not mill or crack the grain; fills cars to full capacity; strong, durable, requires no attention after starting. Cools and dries the grain as it passes through the air.

Used by hundreds of elevator owners. List of users will be sent you on request.

Write for list and circulars

MATTOON GRAIN CONVEYOR CO., Mattoon, Ill.

BOX CARS

20-60,000 capacity. Rebuilt for Grain handling
Immediate shipment

ZELNICKER IN ST. LOUIS

Get Bulletin 237—78 pages on Rails, Cars, Locomotives, Machinery, Tanks, Etc.

Cover's Dust Protector

Rubber Protector, \$2.00

Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

H. S. COVER
Box 404 South Bend, Ind.



For Accurate Moisture Tests use our Grain Dealers Air Tight Cans for forwarding your grain samples.

ST. LOUIS PAPER CAN AND TUBE CO.
ST. LOUIS, MO.

Your Opportunity

is here. Now is the time to let the elevator man know you want his business. Advertise in the

Grain Dealers Journal

BOWSHER

Saves 15% to 20% of Feed

Keep Stock Healthier. **Crush** ear corn (with or without shucks) and **Grind** all kinds of small grain. 10 sizes 2 to 25 H. P. Conical shaped grinders—different from all others.

Lightest Running Feed Mills

Handy to operate. Ask why; and state size of your engine.

FREE A folder on Values of Feeds and Manures.
N. P. BOWSHER CO.
South Bend, Ind. 1E

**PAYS for ITSELF**

Loads every car to full capacity without scooping in dusty car. Improves grades. Cannot injure the tenderest grains. Simple and easy to install and operate. It will pay you to write for booklet, "Better Profits for You." 30 days' trial. Do it now.

MAROA MFG. CO.

Dept. G. **MAROA, ILL.**
Boss Car Loaders.

IMPROVED DUPLICATING GRAIN TICKETS

With the use of Form 19GT as a scale book much time and labor will be saved as one writing with the use of carbon will give you a complete record and at the same time, a ticket will be ready for the hauler. Very convenient for dealers who regularly issue scale tickets for each load of grain received. Chance of error will be minimized as both the ticket and office record will be the same.

This book contains 250 leaves. Each of the 125 original leaves bears four scale tickets, is machine perforated, printed on white bond, size of tickets 3x6 $\frac{3}{8}$ inches. The 125 duplicates are printed on manila, but not perforated. Check bound at top of tickets with hinge top cover, 500 tickets in each book arranged horizontally. Size of book 7 $\frac{1}{2}$ x12 inches, each book supplied with 5 sheets of carbon.

The printing is crosswise the ticket and has spaces for the following record: "Owner, Hauler, Grain, Grade and Dockage, Gross, Tare, Net, Total Dockage, Net Pounds, Bushels, Price and Amount, Storage Ticket No., Station Ticket No., and Date, Weigher, Name of Firm or Buyer." Order Form 19GT. Price \$1.00.

GRAIN DEALERS JOURNAL

305 So. La Salle St.

Chicago, Ill.

Too Many Buyers

Read this letter received from Cook Bros., Woodward, Iowa.

Grain Dealers Journal, Woodward, Iowa,
Chicago, Ill.

Gentlemen:—You may take out our two ads as we have received two checks for the mill and closed a deal for a motor, both results from the first issue of your Journal containing our ad.

Yours very truly,
COOK BROTHERS.

Here are the ads referred to**MACHINERY FOR SALE**

FOR SALE—Three Roll Willford Mill in good condition; \$50.00 buys it. Cook Bros., Woodward, Iowa.

DYNAMOS AND MOTORS

We want a 7 to 10 Horse Direct Current 600 Volt, about 1000 Revolutions per minute, Electric Motor. Write Cook Bros., Woodward, Iowa.

This is only one of many instances where the "WANTED—FOR SALE" columns of the Grain Dealers Journal, Chicago, have proven to grain elevator owners the logical market place for Second-Hand Machinery.

These ads cost but 20c per type line each insertion.

THE ONLY WAY

To Get Those Oats Out of This Coming Season's Bumper Wheat Crop Is With a

RICHARDSON OAT SEPARATOR

It's a Machine Especially Manufactured for This Very Purpose—to Separate Oats From Wheat in a Most Thorough and Economic Manner.

SO WHY TAKE CHANCES?

Buy a Richardson and Forget Your Cleaning Troubles

RICHARDSON GRAIN SEPARATOR CO.

MINNEAPOLIS

WINNIPEG



WHAT DO YOU NEED

to modernize your plant so it will net you larger profits? Is it here?

Account Books
Attrition Mill
Bag Closing Machine
Bags and Burlap
Bearings { Ball
 { Roller
Belting
Boots
Buckets
Car Liners
Car Loader
Car Mover
Car Puller
Car Seals
Cleaner
Clover Huller
Conveying Machinery
Distributor
Dump
Dump Controller
Dust Collector
Elevator Leg
Elevator Paint
Feed Mill
Fire Barrels
Grain Driers

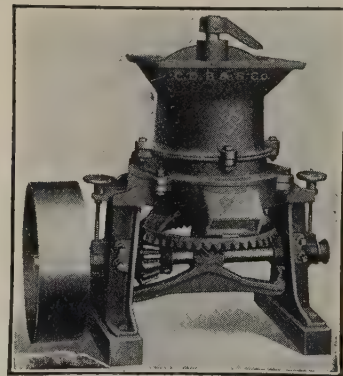
Grain Triers
Gravity Cleaner
Lightning Rods
Manlift
Moisture Testers
Oat Bleachers
Oat Clipper
Portable Elevator
Power { Gas Engine
 { Kerosene Engine
 { Motors
Power Shovel
Sample Envelopes
Scales
Scarifying Machine
Self Contained Flour Mill
Separator
Sheller
Siding-Roofing { Asbestos
 { Steel
Silent Chain Drive
Spouting
Storage Tanks
Testing Apparatus
Transmission Machinery
Transmission Rope

or anything used in a grain elevator

Tell us your needs, and we'll put you in touch with reputable firms, to the end that you will receive information on the latest and best equipment. A postcard will do.

INFORMATION BURO

Grain Dealers Journal, 305 So. La Salle St., Chicago



TRIUMPH CORN AND COB CRUSHERS CRUSH CORN PROPERLY

Built in two sizes: Number one for capacities up to 30 bushels per hour; number two for capacities up to 60 bushels per hour.

Delivery from stock.

THE C.O. BARTLETT & SNOW CO.
MAIN OFFICE & WORKS: CLEVELAND OHIO, U.S.A.
EASTERN OFFICE AT NEW YORK, N. Y.

Have a Capable Feed Department

There is no better source of profit for an elevator than a feed department that is properly conducted. The extent of the profit depends, first, on the feed mill which must be able to turn out good quality grinding at the lowest possible cost; second, the persuasive powers of the elevator man to interest his patrons in his product.

If you are backed up by a good feed mill your persuasive powers will not be lacking.

You know what feed mill to install? Write and ask us.

J. B. EHRSAM & SONS MFG. CO.
ENTERPRISE, KANSAS

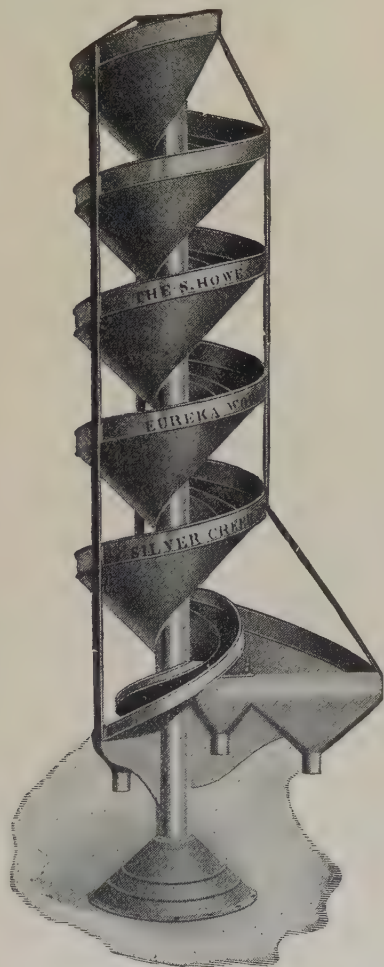
FOUR THINGS

the advertiser considers before an advertisement is placed:

**CIRCULATION
QUALITY
INFLUENCE
RATES**

The GRAIN DEALERS JOURNAL guarantees its CIRCULATION; boasts of the QUALITY of its circulation; has succeeded because of its INFLUENCE, and pays advertisers because its RATES are reasonable.

Requires No Power
No Moving Parts



A
SPLENDID
THING
FOR
SEPARATING
VETCH
from
RYE

and for extracting
WILD MUSTARD
from SCREENINGS

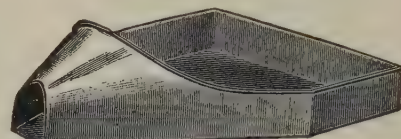
Send for descriptive catalog No. 44



S. HOWES COMPANY, Inc.
Eureka Works Silver Creek, N. Y.



GRAIN SAMPLE PANS ALUMINUM



The everlastingly dull, non-reflecting surface makes it possible to judge color with speed and accuracy. Rust-proof and will not tarnish. Light in weight, yet strong and durable. Expert workmanship and quality of material none better.

Grain Size $2\frac{1}{2} \times 12 \times 16\frac{1}{2}$\$1.75
Seed Size $1\frac{1}{8} \times 9 \times 11$ 1.50

Sold by

Grain Dealers Journal
305 South La Salle St., Chicago, Ill.

Shipping Notices Duplicating

are designed for use by grain country shippers in advising receivers of shipments, giving complete information regarding each car. The carbon copy remaining in the book gives shippers a ready reference for each load.

The form shows the grade, kind and weight of grain loaded into car—initials and number, with seal numbers, at..... station, on..... date; billed shipper's order, notify..... draft for \$.....; made thru..... bank of.....; to apply on sale of..... bushels made.....

Printed on white bond originals, perforated so they may be easily removed without tearing, and yellow manila duplicates. Bound in books of 50 sets with heavy hinged pressboard tops and binders board bottoms, size $5\frac{1}{2} \times 8\frac{1}{2}$ inches and supplied with two sheets of carbon. Order Form No. 3. S. N. Price 75c. Send all orders to

GRAIN DEALERS JOURNAL
915 So. La Salle St., Chicago, Ill.

Vest Pocket Grain Tables

reduce any number of pounds from 10 to 100,000 to bushels. For all kinds of grain. Size $2\frac{1}{2} \times 8\frac{1}{2}$ in. Printed in 2 colors. Price 50 Cents.

GRAIN DEALERS JOURNAL.
CHICAGO, ILL.

SAVE EVERY BUSHEL



This year, of all years, grains are valuable. With corn up to \$2.00 every kernel must be conserved, and everything in the nature of careless handling entirely eliminated.

The Morris Grain Dryer

"The drier designed to ultimately cost less"

will help you market your shipment in tip-top condition at the highest prices. It is absolutely essential wherever grains are handled in any quantity. Easy to operate and a paying investment from the start.

Send for full particulars.

The Strong-Scott Manufacturing Co.

"Everything for Every Mill and Elevator"

Minneapolis

Great Falls

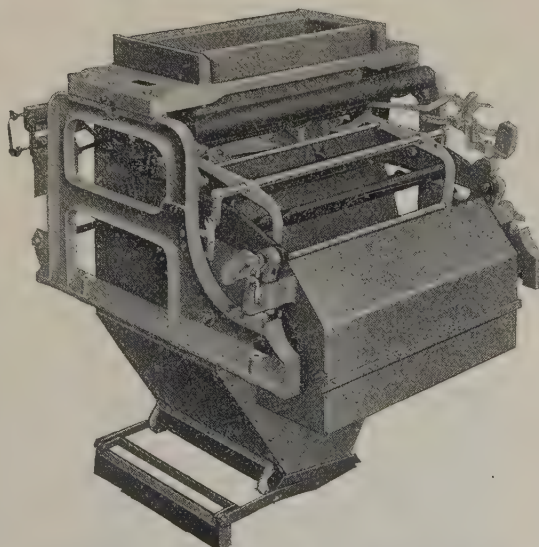
Spokane

Winnipeg, Can.

CORN BARLEY

The NEW RICHARDSON is not an Automatic Scale especially adapted for a special sort of grain, but an Automatic Scale mechanically adopted for any and every sort of grain. The same scale for wheat as for oats and corn or for barley or flax. The heaviest of these grains and the lightest of them may be weighed consecutively without an adjustment of the NEW RICHARDSON. OATS at 20 pounds to the bushel and wheat at 62 pounds to the bushel can be accurately weighed without a human adjustment before the weighings.

WHEAT



OATS FLAX

No more setting of the compensating poise ("There ain't no sich animal"), therefore you can't forget to set it. You don't have to climb a hot, dirty cupola every time a car of some different grain is loaded. Start the engine going and the scale does the rest. A TYPE REGISTERING device prints on a ticket the number of pounds that went into the car. The NEW RICHARDSON counts twice, so there is no possibility of error.

NEW RICHARDSON

RICHARDSON SCALE COMPANY

Chicago, 209 S. State St.
Omaha, 327 Grain Exchange Bld.

FACTORY
Passaic, New Jersey

Minneapolis, 413 S. 3rd St.
Wichita, Kansas

GRAIN ELEVATOR BUILDERS

DON'T DELAY BUILDING!

We give you QUICK ACTION

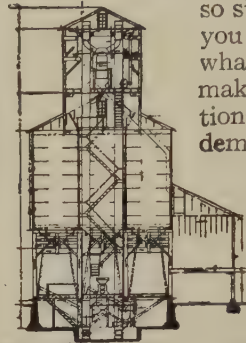
Builders of
Grain Elevators, Alfalfa Plants
and Coal Pockets

WOOD or FIREPROOF CONSTRUCTION

Younglove Construction Company

412 United Bank Building SIOUX CITY, IOWA

NOT A CHINESE PUZZLE, BUT READABLE PLANS and ESTIMATES



so simple and self-explanatory that you can readily see at a glance just what you are getting, and you can make those changes which conditions in your own grain business demand on paper. And after seeing what you want you get, if you give the contract to

Reliance Construction Co.
Board of Trade INDIANAPOLIS, IND.

R. C. STONE ENGINEERING CO.
320 MERCHANTS EXCHANGE
ST. LOUIS, MO.
DESIGNERS AND BUILDERS OF
CONCRETE AND WOOD ELEVATORS
CORRESPONDENCE SOLICITED

BALLINGER & McALLISTER
ENGINEERS AND CONTRACTORS
Grain Elevators Driers Coal Chutes
Wood or Concrete
UNITY BLDG., BLOOMINGTON, ILL.

B. J. CARRICO
1501 Commerce St., Ft. Worth, Texas
Designer and Contractor of
CONCRETE and WOOD
Elevators and Flour Mills

BIRCHARD
CONSTRUCTION CO.
CONTRACTORS GRAIN ELEVATORS
Mills and Warehouses
Especially Designed for Economy of
Operation and Maintenance
1129 J Street LINCOLN, NEB.

Your Individual Needs
are respected when your elevator
is designed and built by
W. H. CRAMER CONSTRUCTION CO.
NORTH PLATTE, NEBR.
Write for Details of Our System

Decatur Construction Co.
ENGINEERS AND BUILDERS
OF GRAIN ELEVATORS
510-512 Walt Building
DECATUR ILLINOIS

A. G. BOGGESS
Builder of
GRAIN ELEVATORS
and Coal Pockets
Phone F. 282 P. O. Box 166
DECATUR, ILL.

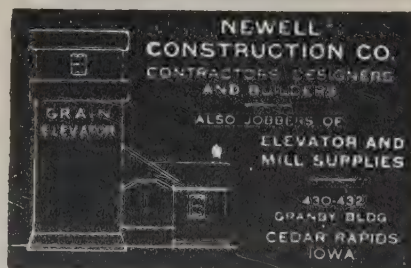
IF you wish to build your elevator
right, my eighteen years experi-
ence is at your command.
C. E. BIRD & CO.
MINNEAPOLIS MINNESOTA

White Star Co.
WICHITA, KAN.

BUILDERS
of
Good
Elevators

WRITE US ABOUT THE
PLANT YOU HAVE IN
MIND

FIREPROOF GRAIN ELEVATORS
DEVERELL, SPENCER & CO.
Garrett Building BALTIMORE, MARYLAND



I CANNOT get along without the Grain Dealers Journal any easier than you can get along without the money.—Luther Martin, mgr. Burlington Grain Co., Burlington, Okla.



R. E. Jones Co., Wabasha, Minn.

We have the most complete organization in the Northwest for the construction of

GRAIN and COAL ELEVATORS

T. E. Ibberson Company
MINNEAPOLIS, MINN.

Put Your Name

where every progressive grain dealer will see it and keep it there.

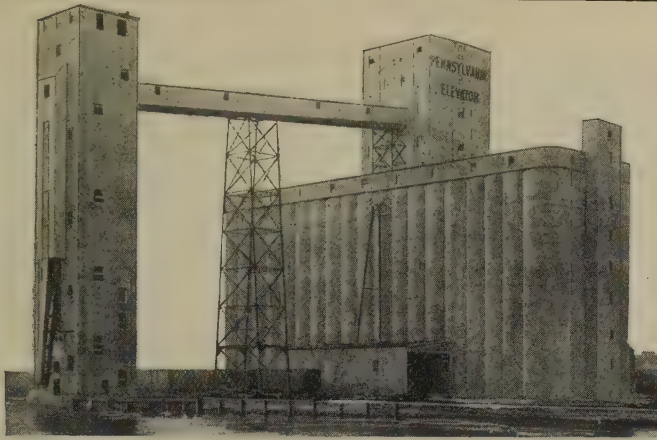
THAT IS IN THE

Grain Dealers Journal
OF CHICAGO

EFFICIENT ERECTING CO.

We make plans and build up-to-date
GRAIN ELEVATORS AND MILLS

GEO. H. CRAIG
6803 Parnell Ave., Englewood, Chicago, Ill.



Pennsylvania Railroad Co.'s Terminal Elevator at Erie, Pa. 1,250,000 storage capacity, with marine leg, 25,000 bu. receiving capacity. All concrete, modern construction, with latest improvements.

Designed and built under the direction of

Folwell-Ahlskog Co.

McCormick Bldg. - Chicago, Ill.

Write us for Estimates and Proposals

Canadian Government Grain Elevator Port Arthur, Ontario

Capacity 3,500,000 Bushels

The Last Word in GRAIN ELEVATORS

Designed and Built by

Barnett-McQueen Co., Limited

OFFICES } FORT WILLIAM, ONT.
DULUTH, MINN.
MINNEAPOLIS, MINN.



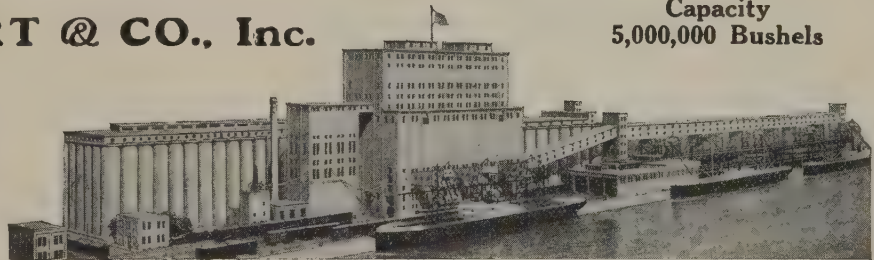
NORTHERN CENTRAL ELEVATOR

Now in course of construction at Canton, Baltimore, Md., for the Pennsylvania R. R.

JAMES STEWART & CO., Inc.

Capacity
5,000,000 Bushels

Designers and Builders
GRAIN ELEVATORS
IN ALL PARTS OF THE WORLD
GRAIN ELEVATOR DEPT.
15th Floor, Westminster Bldg.
CHICAGO
W. R. SINKS, Manager



**Burrell Built Elevators
are Better—
the kind you need**
Burrell Eng. & Cons. Co.
Chicago
Portland Oklahoma City

W. C. BAILEY
Contracts and Builds
Modern Grain Elevators
We can furnish and install equipment in old or new elevators, guaranteeing greater capacity with less power, and positive Non-Chokable working leg. Let us show you.
433 Ramage Bldg., OMAHA, NEBR.

A. F. ROBERTS
ELEVATORS
CORN MILLS
WAREHOUSES
ERECTS
FURNISHES PLANS
ESTIMATES
MACHINERY
SABETHA, KANSAS

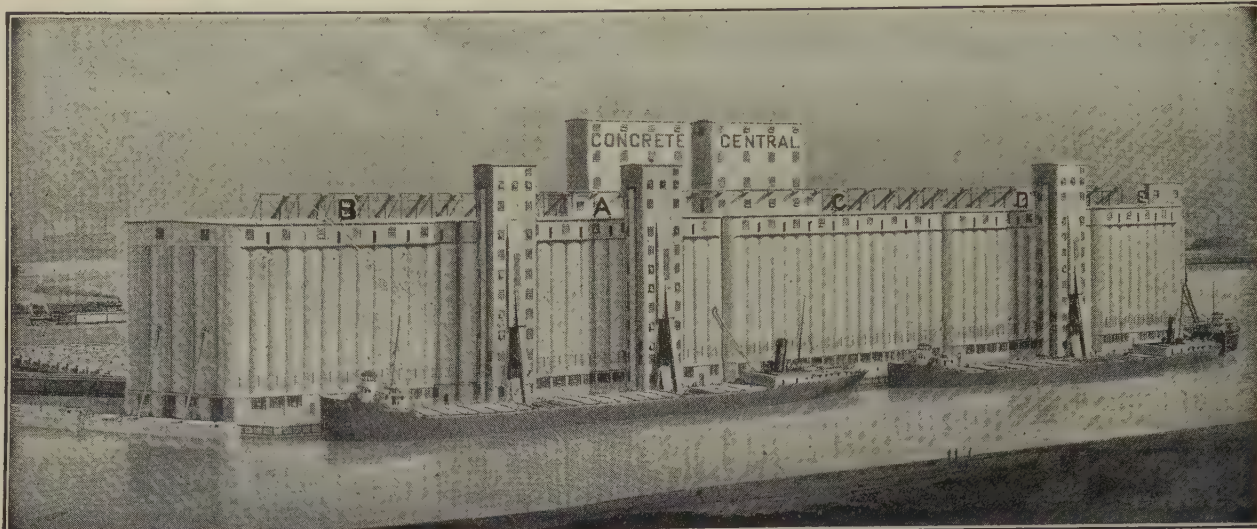
MACDONALD ENGINEERING CO.
DESIGNERS AND BUILDERS OF
GRAIN ELEVATORS
MONADNOCK BLDG. CHICAGO, ILL.

HICKOK Construction Co.
MINNEAPOLIS & SPOKANE **ELEVATORS**

L. J. McMILLIN
ENGINEER and CONTRACTOR of
GRAIN ELEVATORS
Any Size or Capacity
523 Board of Trade Bldg., Indianapolis, Ind.

D. F. HOAG & CO.
Designers and Constructors of
GRAIN ELEVATORS
Corn Exchange, Minneapolis

If Your Business
isn't worth advertising
advertise it for sale.



CONCRETE-CENTRAL ELEVATOR—BUFFALO

ORIGINAL CONTRACT		ADDITIONS
Concrete-Central	Sec. A, 1915	B, 1916. C, D, E, 1917
Shredded Wheat	1911	1913 & 1914
Connecting Terminal	1914	1916
A. J. Wheeler	Monarch Elevator	Wheeler Elevator
Superior	1914	1916
Archer Daniels Linseed Co.	1915	1916
The Record of Satisfactory Work		Its Reward

MONARCH ENGINEERING COMPANY

Chamber of Commerce

BUFFALO, N. Y.



THIS reinforced flour mill for the Quaker Oats Company, located at Cedar Rapids, Iowa, was constructed by us in 1917. The building was completely cast in the short time of two months.

We constructed the Quaker Oats Company's first reinforced concrete flour mill in Akron, Ohio, in 1909.

LEONARD CONSTRUCTION CO.

WHITEHALL BUILDING
NEW YORKMcCORMICK BUILDING
CHICAGO

Folwell-Sinks Patented Jack

For lifting concrete forms

Manufactured and sold by

Nelson Machine Co.

WAUKEGAN, ILL.

11 YEARS OF ACTUAL SERVICE

SHIPPERS' RECORD BOOK No. 20

is designed to facilitate the book-keeping of grain shippers and to minimize the labor of keeping a complete record of each car shipped. The book is 9½x12 inches and contains 100 double pages of superior paper. It is well bound, ruled in two colors, and the column headings clearly printed. Spaces are provided for records of 2900 car loads.

At top of left hand page, in bold-faced type, are the words, "IN ACCOUNT WITH," and at top of facing page, is dotted line for name of firm to whom grain is sold. It is intended that records of shipments to each firm shall be kept separate. The column headings on the facing pages are: Date of Sale, Date of Shipment, Car No., Initials, Amount Sold, Kind of Grain, Weight, Price, Draft, Remarks, Date Returned, Weight Returned, Overdrawn, Net Proceeds and Balance.

Wide columns are provided for recording these facts under the respective heads.

Price, \$2.00. Address

GRAIN DEALERS JOURNAL

LaSalle Street - CHICAGO, ILL.



Terminal Elevator, Buenos Aires Elevator Co.

The first modern, rapid handling grain elevator in SOUTH AMERICA.

Ultimate capacity, 2,000,000 bushels — for the BUENOS AIRES ELEVATOR CO., Buenos Aires, Argentina.

John S. Metcalf Co., Limited,
Designing and Supervising Engineers.

John S. Metcalf Co., Ltd.

Grain Elevator Engineers

54 St. Francois Xavier Street
MONTREAL, CANADA

108 South La Salle Street
CHICAGO, ILL., U. S. A.

395 Collins Street
MELBOURNE, AUSTRALIA

36 Southampton Street Strand
LONDON, W. C., ENGLAND

FEGLES-BELLOWS ENGINEERING CO. LIMITED

ENGINEERS—CONTRACTORS

GRAIN EXCHANGE,
FORT WILLIAM, ONT.

UNION BANK BLDG.
WINNIPEG, MAN.

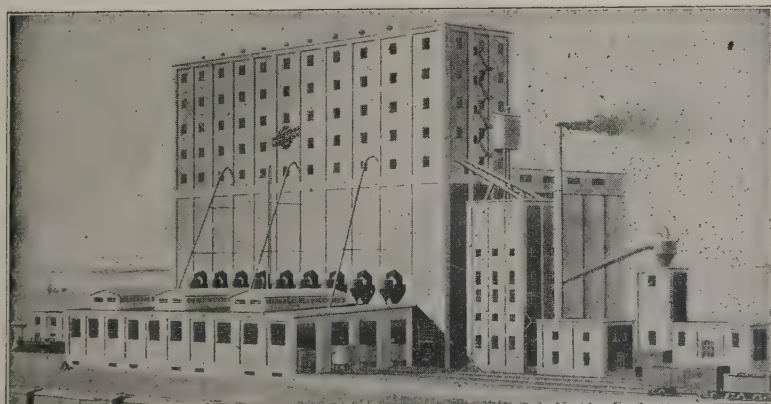
THIS IS WHAT WE DID IN 1917

500,000 Bu. Fireproof Elevator, C. G. Ry., St. John, N. B.
175,000 Bu. Fireproof Elevator, Western Terminal, Ft. William
500,000 Bu. Fireproof Elevator, N. M. Patterson Co., Ft. William
1,000,000 Bu. Fireproof Elevator, C. G. Ry., Transcona, Man.
Fireproof Treating Plant, Anchor Elevator, Winnipeg, Man.
Complete Fireproof Plant—Mill, Warehouse and Elevator—for
the Echo Flour Mills Co., Gladstone, Man.



Canadian Government Railways Elevator, Transcona Man.

WE HAVE AN ENVIABLE RECORD FOR SERVICE



The 1,250,000 Bushel C. & N. W. Elevator

at

Council Bluffs, Iowa

is the latest acknowledgment of our capabilities as Grain Elevator Engineers and Constructors.

WITHERSPOON-ENGLAR CO.

1250 Monadnock Bldg., CHICAGO, ILL.

Builders of Modern, Fireproof
MILLS AND ELEVATORS



A MANLIFT

is a necessary item of equipment in the up-to-date elevator. It makes the plant more efficient because it enables the men to do more and better work; it reduces the cost of insurance and labor; and it changes the work of caring for the machinery in the cupola from an unpleasant task into one that the operator will be glad to perform. All good manlifts have this in common, and in addition to these things the

CONSTANT SAFETY MANLIFT

is the easiest and cheapest operated manlift on the market—and the safest as well. The sheave over which the rope operates is fitted with ball bearings; the brakes are adjustable and positive in their action, and they work independently of each other. All material is carefully selected for the work it is to perform.

A catalog telling all about this manlift and the other items in our complete line of elevator machinery will be sent if you will ask for it.

B. S. CONSTANT MFG. CO.
BLOOMINGTON, ILL.

ACCOUNT BOOKS FOR GRAIN DEALERS

COMPLETE SET FOR \$4.75

A GRAIN RECEIVING BOOK (No. 12 AA).

Grain Register is designed to facilitate keeping a record of weights and number of bushels in wagon loads of grain received. Each page is 8½x14 inches, and at top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount and Remarks.

Each page has spaces for 40 wagon loads and each book has 100 pages or spaces for records of 4,000 loads. The book is well printed and ruled on ledger paper, and substantially bound in full heavy canvas covers. Weighs 2½ lbs.

A GRAIN SHIPPING BOOK (No. 14 AA).

Sales, Shipments and Returns is designed to facilitate recording sales, shipments and returns from the shipments made. Its use will save much time and book work. The pages are 10½x16½ inches, used double. The left-hand pages are ruled for information regarding **Sales and Shipments**; the right-hand pages for **Returns**. Under **Sales** the column headings are Date, Amount Sold, Price, Grain, Terms. Under **Shipments** are Date, Car Number and Initial, Our Weights in Bushels, Grade, Route, Rate. Under **Returns** are Destination, Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks.

The book contains 76 double pages, with room for records of over 2,200 cars, is well bound in heavy canvas covers with leather corners, and printed on linen ledger paper. Weighs 3½ lbs.

GRAIN DEALERS JOURNAL

305 So. La Salle St., Chicago, Ill.

Purchase and Sale Contracts

is a new book, designed to meet an ever increasing demand for a record which will enable the dealer to balance his Purchases and Sales and determine almost instantly, whether he is long or short.

Separate pages are devoted to each kind of grain, thus simplifying the recording of each contract. This form covers facing pages, the left hand pages being devoted to a record of contracts for——Purchased, under which the following information is entered: "Date, From Whom Bot, Bushels, Grade, Delivery, Price, By Whom, How and Remarks."

The right hand pages provide spaces for a record of contracts for——Sold as follows: "Date, To Whom, Bushels, Grade, Shipment, Price, By Whom, How and Remarks."

Do not attempt to do business without keeping this record. It requires only a few minutes work each day and may prevent large losses with the present unstable conditions of the market.

The book contains 80 double pages, size 8½x14 inches, ruled and printed on heavy ledger paper and well bound in full tan canvas.

Order Form 18 P & S, price \$2.00 per copy

GRAIN DEALERS JOURNAL
315 South La Salle St. Chicago, Ill.

Wanted and For Sale

The rate for advertisements in this department is 20 cents per type line each insertion

ELEVATORS FOR SALE.

GRAIN ELEVATOR for sale or rent at a very low figure. Time or cash. Address Mike Quinn, Litchfield, Minn.

30,000 BU. ELEVATOR for sale, complete with machinery and additional warehouses. Address Coleman State Bank, Coleman, Wisc.

FOR SALE—Elevator and coal-yard in Northwestern Ohio. Will pay 40% dividends. No trade. Price, \$16,000. If you mean business, address Fair, Box 3, Grain Dealers Journal, Chicago.

KANSAS elevator for sale, 15,000 bu. capacity, built in 1915. Equipment consists of Grain Cleaner, Automatic Scale, Car Loader and 12 H. P. Fairbanks-Morse Engine. For information, write Seguin Grain Co., Seguin, Kas.

ELEVATOR, 20,000 bu., with roller feed mill. Located in one of the best grain and stock raising sections of Wyoming; only elevator in town of over 3,000 population. In operation only one season. Reason for selling, owner not a grain man. Write P. J. Pelissier, Sheridan, Wyo.

FOR RENT OR SALE—Elevator. A million bushels of wheat in this country, best location in Salina. Motor power, steam shovel, Boss Car Loader, Hopper Scales, Scouring Machine, No. 2 Sheller. Write, or come and see me. Taylor Miller and Co., Salina, Kas.

FOR SALE—One 30,000 capacity elevator at Galesburg, N. D. One 30,000 capacity elevator at Crary, N. D. Both on the G. N. We ask \$3,000 for each house. It would cost twice this to build them today. Reason for selling, the Minnesota & Western Grain Co. has gone out of business. Address Minnesota & Western Grain Co., 813 Chamber of Commerce, Minneapolis, Minn.

AN OPPORTUNITY to purchase small elevator, new location, at an unusual bargain; everything absolutely new—all equipment on the ground and nearly all installed; building nine-tenths complete; good grain territory in central Ohio; seven miles from nearest elevator. Below is partial list of equipment: New Fairbanks Morse 15 h. p. oil engine, 5 ton wagon scale, small platform scale, scale accessories, Sidney Cleaner, man-lift, drag, sheller and boot combined, elevator head, etc., dump. Have good reasons for selling. Answer quick as this will be sold at a bargain. Address Shell, Box 2, Grain Dealers Journal, Chicago.

ELEVATORS FOR SALE

ELEVATOR AND COAL SHEDS close to Rochester, Minn.; live town; good business. Enquire Box 572, Saint Ansgar, Ia.

CENTRAL NEBRASKA ELEVATOR with corn crop insured. Man gone to war, owner will sell, lease, go halves or any way to make a deal with good grain man. Address Dean, Box 2, Grain Dealers Journal, Chicago.

FOR SALE—Three elevators in Northwest Oklahoma. Best wheat belt in state. All well located in good live towns. Good schools and churches. Bargain if sold soon. Address Head, Box 5, Grain Dealers Journal, Chicago.

FOR SALE—50,000 capacity cribbed elevator including dwelling and about two acres of land. Electric power, fully equipped, price \$9,000.00, easy terms. Big crop to handle. Address Crop, Box 2, Grain Dealers Journal, Chicago.

FOR SALE OR LEASE—8,000-bu. capacity elevator, with good farm implement business. Advancing years and death in the firm makes it advisable to sell. Good grain locality. Good business. For complete information apply to Alex Verdote & Co., Bonnot's Mill, Mo.

FOR SALE—15,000 Bu. Elevator, good shape, good town; just started threshing good crop wheat and oats. Natural gas engine and electric power; cleaner; grinder. Feed trade. Deeded land. On Santa Fe and Interurban R. R. Good competition. Address Clark Grain Co., Sedgwick, Kan.

FOR SALE—A complete elevator or any part of it; engine, cleaner, scale, drag, sheller and transmission machinery, seven miles from Chillicothe, Ohio. All new. Address Still, Box 1, Grain Dealers Journal, Chicago.

Don't conclude because there isn't the elevator you want advertised under ELEVATORS FOR SALE that there isn't such a one to be bought. Perhaps the owner hasn't fully made up his mind to sell it, until he sees your advertisement in the ELEVATORS WANTED column.

MILLS FOR SALE

FLOUR MILL—200 bbl., close to Chicago; will sell at 1/2 Lloyd-Thomas' replacement valuation; write for particulars to Mark Levy & Bro., Marquette Bldg., Chicago.

ATTRITION MILL—20" Robinson Ball Bearing, used one year; a complete Corn Meal outfit; also spouting and belting; many sizes of pulleys, and shafting. 1 75-h. p. Engine and a Boiler. Reasons for selling, will stop grinding corn meal. Louisville Milling & Elevator Co., Louisville, O.

BUSINESS OPPORTUNITIES.

IF YOU WANT to sell or exchange your property, write me. John J. Black, 57th St., Chippewa Falls, Wisc.

FOR SALE—Grain, feed and seed business. Good town. No competition. Address J. F. Kellogg, Skidmore, Mo.

HAVE YOU AN ELEVATOR for sale? Tell the Want Ad Man about it. He will tell it to 6500 firms who are directly interested in grain elevators.

ELEVATORS WANTED.

WANT IOWA ELEVATOR. For good section Richland County, N. Dak. land. Lock Box 338, Toledo, Ia.

WANTED TO BUY—Elevator doing a good business in a live town. Eastern Indiana or Western Ohio preferred. Address Hart, Box 1, Grain Dealers Journal, Chicago.

WANTED—An elevator in south half of Central Illinois. Give full description of plant and all particulars to Kim, Box 2, Grain Dealers Journal, Chicago.

360 ACRES choice N. D. Land to exchange for good grain elevator. Land is in Williams Co., partly broken, fair buildings, good well, trees, close to school. M. Hanson, 1919 10th Ave. So., Minneapolis, Minn.

ELEVATOR WANTED—In N. E. Kansas, S. E. Nebraska, or N. W. Missouri, for cash; preferably with seeds, feeds and coal, or any of these. Advise as to shipments, competition, location and price. H26, Box 2, Grain Dealers Journal, Chicago.

ELEVATOR BROKERS.

JAMES M. MAGUIRE
6454 Minerva Ave., Chicago, Ill.

JOHN A. RICE, exclusive elevator broker, Frankfort, Indiana.

ELEVATOR BUYERS SAVE TIME AND MONEY BY WRITING ME WHAT YOU WANT. I HAVE IT OR WILL GET IT. NAT CLAYBAUGH, elevator broker, Frankfort, Ind.

OFFICE SUPPLIES.

TYPEWRITERS—All Makes. Factory Rebuilt, good as new, guaranteed, lowest prices. Good prices for your old machines; write for catalog. (Estab. 1904.) Ben Samuelson & Co., 219 S. Dearborn St., Chicago.

ADDING MACHINES.

ADDING MACHINES—Rebuilt and guaranteed. Burroughs, Wales, Dalton, Comptometer and all others at about one-half the Manufacturers' prices. Adding Machine Corporation, 323 So. La Salle St., Chicago.

SCREENINGS WANTED

Clover and Alfalfa Seed Screenings wanted. Also Low Grade Clover Seed. Send us Samples which will have our prompt attention. King Seed Co., North Vernon, Ind.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop, Ohio Farm feed, shelled corn and standard oats, in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.

When the first ring of the door bell is not answered, don't conclude that the folks are not at home. This applies to Journal "Wanted—For Sale" advertising. Ring again.

We have to offer a PNEUMATIC GRAIN ELEVATOR, complete, including 50,000 bushel steel tank, \$30,000.00.

The Curtiss-Willis Co.
INCORPORATED

30 CHURCH ST. NEW YORK

Mechanical Equipment

Wire Rope

"We Find Things"



ENGINES FOR SALE.

ONE 8 H. P. FAIRBANKS Gasoline Engine in running order. We have installed a larger engine. Sale price \$160.00. Highland & Son, Grand Island, Neb.

FOR SALE—10 h. p. F. & M. Gasoline Engine complete with fuel tank, water pump, magneto, and clutch pulley all in good condition. Larger engine needed. Price very cheap. Farmers Grain Co., Garison, Neb.

FOR SALE.

1-25 h/p Columbus gasoline engine.
1-12 h/p Fairbanks gasoline engine.
1-Self contained Olds Gasoline engine 4½ h/p.
1-Internation Oil engine 8 h/p Model 30.
1-Monitor oat clipper No. 7 capacity 275 to 300 bus. per hour.
1-Eureka No. 4 oat clipper, capacity 300 to 350 bus. per hour.
Inquire of the Ellsworth Mill & Elevator Co., Ellsworth, Kansas.

YOUR ENGINE is not in use since installing a new power plant. You plan to sell it some time when you hear of anyone who wants such an engine. In the meantime your engine in the lean-to is deteriorating. Why not sell it now?

DYNAMOS—MOTORS.

FOR SALE—30 h. p. Westinghouse electric motor in good order. Marshall Grain Co., Watonga, Okla.

ELECTRIC motors, generators, also engines; guaranteed condition. We buy, rent, sell and repair. Independent Electric Machinery Co., Kansas City, Mo.

FOR SALE—35 KW, 125 Volt, 725 RPM Westinghouse Electric Generator.
15 KW, 125 Volt, 125 RPM General Electric Generator.

Also all sizes of A C and D C Motors and Generators. We buy, sell and exchange.
Aaron Electric Co.,
15 S. Clinton St., Chicago.

MOTORS—Who wants to buy a motor? You will find him looking in the DYNAMOS-MOTORS column for the best that's offered.

WANTED.

Electric Motors and Machinery at once. Nathan Klein & Co., 208-K Centre St., N. Y.

WANTED—Each grain dealer who reads this to pledge himself to buy a certain number of War Thrift Stamps each week.

BAGS—BAGGING—BURLAP.**BEFORE YOU BUY OR SELL**

Second Hand Bags

Get Western's Price.

Western Bag & Burlap Co.

24th, Wallace & 25th Sts., Chicago, Ill.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags; Burlap, Cotton Sheet- ing, or Paper for Car Lining, etc. Wanted: Second-hand bags, best prices paid.
WM. ROSS & CO., 409 N. Peoria St., Chicago

ARE YOU looking for a position in any branch of the grain business? If you are send us your name, address, nationality, languages spoken, experience, salary expected, references, in fact any information that will help an employer to form an idea of your ability to serve him. We will keep this information on file and from time to time place you in touch with elevator owners who seek competent help. This service will be absolutely free, placing you under no obligation whatever. Write today and get in line for a good position. Address—The Want Ad Man, Grain Dealers Journal.

MALE HELP WANTED.

WANTED—A good man as manager and buyer for the Scorio Farmers Elevator Co. at Zahl, N. D. Address A. H. Brown, Secretary, Marmon, N. D.

MEN WANTED—Elevator managers are in demand. Insert your advertisement in the Grain Dealers Journal to get the position that is waiting for you.

WANTED—Elevator agents who can furnish surety bonds; for Montana Line Houses. Experience essential. State Elevator Co., Cascade, Mont.

WANTED AT ONCE—Superintendent for small transfer elevator. Must know grades. Give experience and salary wanted in first letter. The McMillen Co., Fort Wayne, Ind.

EXPERIENCED MANAGER WANTED for grain and feed elevator. State salary and give references in first letter. Chance for investment. Address Live, Box 2, Grain Dealers Journal, Chicago.

GOOD RELIABLE MAN or young boy for country elevator. Must understand machinery and gasoline engine. State experience and wages expected. Address Henry Kramer, Maria Stein, O.

WANTED—A good, hard working, conscientious, well posted man, as travelling solicitor in Illinois and Indiana. One well acquainted with grain trade preferable. Good salary and position to the right man. Address Thot, Box 2, Grain Dealers Journal, Chicago.

MANAGER for our elevator, by Sept. 1. Must be up to date on grain grades and qualified to take full charge of business. Prefer man to take \$1,000 stock in company. References must be good. State salary expected. Joseph Farmers Elevator Co., Joseph, Ore.

THOUSANDS MEN-WOMEN—18 or over wanted. Government war positions. Easy clerical work. Long vacation. Short hours. Commence \$100 month. Raise rapidly. Help your country in this time of need. List positions free. Write immediately. Franklin Institute, Dept. S 195, Rochester, N. Y.

WANTED—Feed mill superintendent for plant near New York. Active man familiar with molasses feeds and general mill work. Must have practical experience and good references. Write quickly stating qualifications and salary desired. Address: Confidential, Box 126, Madison Square Station, New York City.

SITUATIONS WANTED. WITH INVESTMENT.

POSITION WITH INTEREST—Experienced, middle aged, single mill man wants charge of 25 to 50 bbl. mill with chance to rent or buy an interest. Western states preferred. Werner Klingler, Vernon, Tex.

MISCELLANEOUS FOR SALE.**USE PALMATTO FIBRE BROOMS**

for all kinds of heavy sweeping

\$8.50 per doz. Warehouse
\$7.00 & \$7.50 per doz. Parlor

Utility Broom Co.,
El Paso, Ill.

SITUATIONS WANTED.

WOULD LIKE A JOB as second man in Farmers Elevator. Two years experience. Address B. Blanchard, Primghar, Ia.

EXPERIENCED MAN wants position in elevator. Five yrs. manager for one firm. Par, Box 2, Grain Dealers Journal, Chicago.

POSITION WANTED—By young married man as manager of grain elevator. 7 years experience. R. G. McKinzie, Pine Village, Ind.

WANTED—Position by experienced traveling solicitor. Will pay personal expenses for interview. Address Solicitor, Box 9, Grain Dealers Journal, Chicago.

WANTED—Position as general manager of Elevator by competent experienced young man. No job too large. Address Ohio, Box 2, Grain Dealers Journal, Chicago.

WANTED—Position as grain buyer and elevator manager in Eastern Kan. or Western Mo., not over 75 mi. west of Kan. City. Address Zed, Box 2, Grain Dealers Journal, Chicago.

MANAGER of elevator wants position. Clear record; sober; married. Above draft age. Good references. Nothing considered under \$125 per mo. Address C. O. Cook, Box 45, Twodot, Mont.

GRAIN BUYER wants position. Years of experience; best of references. Minnesota or North Dakota preferred. Married, not subject to draft. Address H. G., Box 9, Grain Dealers Journal, Chicago.

WANTED—Position as superintendent or manager in elevator. 10 yrs. as supt. in my present location. Previous to this, 5 yrs. as miller. References given. 38 yrs. of age. Address Car, Box 2, Grain Dealers Journal, Chicago.

WANTED POSITION as manager of grain elevator. I have had 20 yrs. successful experience; can give present employers as reference. Indiana or Ohio preferred. Address O-Ind., Box 1, Grain Dealers Journal, Chicago.

POSITION WANTED—I desire a change of location. Have had 15 yrs. experience inspecting and grading grain; hold government license for grading both corn and wheat. Would consider position as manager of elevator or that of inspector. Address Hold, Box 2, Grain Dealers Journal, Chicago.

SITUATION WANTED—Manager of elevator. Have had 9 yrs. experience as manager of country elevator handling grain and seeds. Am above draft age, strictly temperate; can furnish A1 reference. Address Forum, Box 1, Grain Dealers Journal, Chicago.

DRAFTSMAN AND ESTIMATOR now employed will be open for a position shortly. Have had years of experience in designing, estimating and building grain elevators. Reason for changing want to get with a larger company. References given. Address Case, Box 2, Grain Dealers Journal, Chicago.

GRAIN OFFICE POSITION wanted by married man 30 years of age, years of experience as bookkeeper, manager and buyer for grain company; can give gilt edge reference. Now employed; good reason for changing position. Texas or Oklahoma position preferred. Address Lone Star, Box 2, Grain Dealers Journal, Chicago.

Do you want the name and address of the man who should be working for you? Try an ad in the "Help Wanted" columns of the Journal.

STEAM ENGINES, BOILERS.

FOR SALE—60 h.p. and 80 h.p. Kewanee Steam Boilers, in good condition. R. W. Ward, Cameron, Mo.

STEAM ENGINE, one 9x14 Atlas, and one 4 h.p., for sale; 1 2½ k.w. 60 V. generator. H. D. Bartlett, Delavan, Wis.

FOR SALE—One 100 h. p. and one 60 h. p. steam engine in good condition, also dust collectors, and other mill and elevator machinery. Write Wells-Abbott-Nieman Co., Schuyler, Neb.

BOILER FOR SALE—Walsh & Weldner, 72 in. by 18 ft., triple riveted, butt joint, with 80 four in. flues; 150 h. p.; pressure 100 lbs.; delivery in 10 da. Mid-West Machinery Co., Evansville, Ind.

FOR SALE—200 H. P. Buckeye engine in first class condition; it has been used only a few years and has never been overloaded; must be seen to be appreciated. Cut-singer & Thompson, Shelbyville, Ind.

MEYER'S AUTOMATIC Steam Engine, 80 h.p., 12x18 in. cylinder, 245 R. P. M., 78 in. pulley, grooved for 8-1 in. ropes; 60x10 floor space required. First class condition. Address Merchants Elevator Company, 109 Cham. of Commerce, Minneapolis, Minn.

FOR SALE

Boilers and Engines:

30 h.p. High Pressure Tubular.
20 h.p. Scotch Marine, high pressure.
18 h.p. Vertical.

Engines:

15½"x24" Buckeye.

16"x42" Corliss.

8"x10" Center-crank.

Gas Engines: 9 h.p., 26 h.p., and 30 h.p. Heaters, pumps and stacks.

Casey Boiler Works,
Springfield, Ohio.

ENGINES WANTED.

WANTED—Used gasoline engines. Otto and Fairbanks-Morse preferred. State H. P., condition, and price. Address OM, Box 11, Grain Dealers Journal, Chicago, Ill.

MACHINES WANTED.

WANTED—A large capacity combined corn cleaner. W. B. Weeks, 1830 Spencer St., Omaha, Neb.

WANTED—Separator that will make thoro separation of wheat and oats. Give all particulars and lowest price. D. Hereley & Sons, Harvard, Ill.

WANTED—Secondhand Electric Motors and full elevator equipment, including cleaners, grinders, and two strands of elevators. State size, capacity, condition and price in first letter. Address The Garman Grain Co., Delphos, Ohio.

SCALES FOR SALE.

40,000 lb. Fairbanks Hopper Scale complete, in good condition. Have installed more machinery which made it necessary to put in Automatic scale. Farmers Grain Co., Garrison, Nebr.

FOR SALE—One Richardson Automatic Scale, 4 Bu. Reason for selling, installing a larger Richardson Scale.

Wilson Grain Company,
Spencer, Ia.

ONE 40,000 lb. Fairbanks Hopper Scale. In good condition.

One 1,000-bu. Sonander Automatic Scale.

One 750-bu. Avery Automatic Scale.

Richardson Scale Company,
328 Omaha Grain Exchange,
Omaha, Neb.

SCALES REPAIRED AND SOLD

50 wagon scales, capacity from 4 to 15 ton. Any size platform in following makes: Fairbanks, Howe, Buffalo, Standard and Columbia. Each scale that leaves our factory is thoroly overhauled and tested and guaranteed to be correct. We furnish competent men for outside work.

COLUMBIA SCALE CO.

2439 N. Crawford Ave. - Chicago, Ill.

MACHINES FOR SALE.

FOR SALE—One No. 14½ Western Warehouse Sheller; used less than 3 months. In A No. 1 condition. A. E. Betts & Son, Forest, Ind.

ALFALFA PULVERIZER, Williams Millers "H"; brand new. Immediate delivery can be made. Write Clover Leaf Milling Co., Buffalo, N. Y.

FOR SALE—37 12"x6" elevator cups, never been used. 90' of 4 ply 12" rubber belt with 11"x6" cups attached; used only 18 months. John C. Jindrich, Swaledale, Ia.

1—NO. 2 INVINCIBLE Grain Scourer cap. 45 bu. per hour. This machine manufactured by Invincible Grain Cleaner Co., Silver Creek, N. Y. The Kramer-Fair Milling Co., Tonganoxie, Kan.

FOR SALE—1 pr. 9x24 smooth rolls for Wilford Moline double roller mill, chain olling boxes; full size, 1 No. 1 Barnard & Leas receiving separator. All in good condition. Can make immediate shipment. Address The Ravenna Mills, Ravenna, Neb.

FOR SALE—1000 feet of spiral steel conveyor 4" to 16". Big lot of heavy elevator belting and cups, Salem buckets. No. 7 Clipper, No. 3 Monitor, No. 3 Eureka Receiving Separator. 20 carloads of everything in the elevator and milling line. A. D. Hughes Co., Wayland, Mich.

I GOT A LITTLE GIANT

A Workin' for Me

It's the only complete, self-contained flour making plant in the world. No other machinery needed. Operates equally as well with Barley or rye as with wheat. Ask Alton Mill Furnishing Co., Alton, Ill., if you can have one.

REAL BARGAINS

Prompt Attention. Quick Shipments.

When in need of elevator or mill machinery, notify us. We are headquarters for power and transmission equipment, and have on hand several well-known makes of motors, boilers, engines, etc.

Send us list of all your wants. We can supply you with full line of machinery for elevators, flour, corn and cereal mills. Complete equipments for modern mills of all kinds, molasses stock, and poultry feed plants, plans, specifications, flow sheets, etc., our specialty.

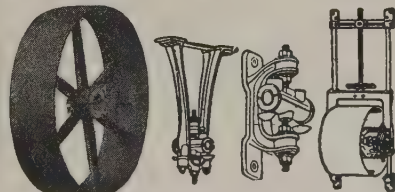
Write us without delay.

Geo. J. Noth, Mgr.,
9 S. Clinton St., Chicago, Ill.

We have been carrying on a campaign to make every machine in a grain elevator do its utmost. With this in view we have written to those we knew were making any changes in their plants, asking them to help us in this attempt to get all unused machines on the market.

Secondhand machines are more popular than they have ever been. If you have one to sell, now is the time to make it known to

THE WANT AD MAN.



\$50,000 Worth of Power Transmission Machinery Bargains.

\$40,000 Worth of Leather, Rubber and Canvas Belt Bargains.

Send for Bargain List No. 18-T.

TEUSCHER SON & MACHINERY SUPPLY CO.
ST. LOUIS, MO.

We Buy All Kinds of Machinery Plants.

Directory Grass Seed Trade

ATCHISON, KANS.

Manglesdorf Seed Co., The, wholesale seeds.

BALTIMORE, MD.

Scarlett & Co., Wm. G., whse. seed merchants.

BELFAST, IRELAND.

Lytle & Sons, Ltd., John, Per. & Ital. Ryegrasses. McCausland, Sam'l, ryegrass and dogstail.

CHICAGO, ILL.

Dickinson Co., The Albert, seeds.
Illinois Seed Co., The, grass and field seeds.
Johnson, J. Oliver, seed merchant.

CINCINNATI, OHIO.

McCullough's Sons, The J. M., field, garden seeds.

CLAREMORE, OKLA.

The O'Bannon Co., grass seed dealers.

CRAWFORDSVILLE, IND.

Crabbs Reynolds Taylor Co., grass and field seeds.
Crawfordsville Seed Co., seed merchants.

EVANSVILLE, IND.

Small & Co., W. H., seeds, grain and hay.

GIBSON CITY, ILL.

Noble Bros., whse. seed merchants.

INDIANAPOLIS, IND.

Southern Seed Co., field and garden seeds.

KANSAS CITY, MO.

Missouri Seed Co., who. exp. and imp.
Peppard Seed Co., J. G., wholesale seeds.
Rudy-Patrick Seed Co., wholesale seeds.

LOUISVILLE, KY.

Hardin, Hamilton & Lewman, gra. & fld. seeds.
Lewis & Chambers, whse. seed merchants.
Louisville Seed Co., clover & grasses.
Wood, Stubbs & Co., grass & garden seeds.

MACON, GA.

Georgia Seed Co., field and garden seeds.

MEMPHIS, TENN.

Schwill & Co., O., garden and field seeds.
Russell-Heckie Seed Co., all southern seeds.

MILWAUKEE, WIS.

Courteen Seed Co., field seeds.
L. Teweles Seed Co., field seeds.

MINNEAPOLIS, MINN.

Dickinson Co., The Albert, seeds.
Minneapolis Seed Co., seed merchants.
Northrup, King & Co., wholesale seeds.

NEW YORK, N. Y.

Doughten, Inc., H. W., grass & field seeds.
Nungesser-Dickinson Seed Co., whse. seed mchts.
Radwauer, I. L., field & grass seeds, exp. impts.

PHILADELPHIA, PA.

Philadelphia Seed Co., Inc., The, whse. field sds.

ROCKFORD, ILL.

Condon Bros. Seedsman, field seeds.

ST. LOUIS, MO.

Schlster, F. & G. S. Co., A. W., seed merchants.

TOLEDO, OHIO.

Crumbaugh-Kuehn Co., alsike, timothy, alfalfa.
Flower Co., The S. W., seed merchants.
Toledo Field Seed Co., The, clover, timothy.

TWIN VALLEY, MINN.

Heiberg, M. A., wholesale seed merchant.

MACHINERY

For Grinding, Elevating and Conveying all kinds of grain, of standard makes, from smallest to largest capacities.

Big Stock

NEW
AND 2ND
HAND
REBUILT
FLOUR
MILL
MACHINERY

GOOD
AS
NEW

We have the Largest Stock of 2nd Hand Flour Mill and Elevator Machinery in the World.

Belting, Pulleys, Shafting, Elevator Buckets and Conveyor Bolting Cloth and Roll Grinding.

Write for Net Price Book No. 18-B

B. F. GUMP CO.

THE MILL SUPPLY HOUSE
431-437 South Clinton Street, CHICAGO, ILL.

SEEDS FOR SALE—WANTED

SEEDS FOR SALE

DRY LAND ALFALFA SEED: Common, Grim, Cossack and Ovenburg. Grown with average precipitation of 18 inches. Ask Chas. C. Haas, Glenheim Farm, White-wood, S. D., about it.

SEEDS FOR SALE

SEED BUYERS AND SELLERS can quickly sell any quantity or buy any amount or quality by making their wants known through the "Seeds Wanted—For Sale" columns of the Grain Dealers Journal, Chicago, Ill.

SEEDS FOR SALE

ANY TIME OF THE YEAR is the right time to insert a "Seeds For Sale" or a "Seeds Wanted" ad. Buyers will want to put in their orders early this year on account of traffic conditions.

SAMUEL McCausland
BELFAST, IRELAND

Cleaner and exporter of finest Perennial and Italian Ryegrass seeds, Crested Dogtail seed, etc. Importer of Clover and Natural grass-seeds.

Cables, "Shamrock, Belfast." A B C Code, 4th and 5th Editions.

OTTO SCHWILL & CO.

Memphis, Tenn.

GARDEN and FIELD SEEDS

Also Onion Sets, Poultry Food, Bee Supplies

RE-CLEANED
COW PEAS - CANE SEED
TENN. SEED CORN
CAR LOTS OR LESS—LOW PRICES
RUSSELL HECKLE SEED CO.
MEMPHIS, TENN.

The Mangelsdorf Seed Co.

Sweet Clover, Alfalfa,
Soudan Grass, Millet, Rape.

ATCHISON

KANSAS

A. W. SCHISLER FIELD AND GARDEN

53 Years Service

Buyers and Sellers
St. Louis, Missouri

Bag or Car Lots

L. Teweles Seed Co.

Milwaukee

Wisconsin

Headquarters for

Red, White and Alsike

Clover

Timothy and Alfalfa

Seed

SEED CORN FIELD PEAS

MISSOURI BRAND SEEDS

Specialists

KANSAS GROWN ALFALFA
MISSOURI GROWN BLUE GRASS
MISSOURI SEED CO.
KANSAS CITY, MISSOURI

The Seed Terminal of the Northwest

Northrup, King & Co. of Minneapolis, have the facilities, equipment and logical position to supply seeds to advantage.

FIELD SEED—Car lots or less, Northern grown.

GARDEN SEED—Hardy Varieties, large or small lots.

ONION SETS—We grow and sell thousands of bushels.

POULTRY FEED—Our formulae or special milling.

NORTHROP, KING & CO., MINNEAPOLIS

The J. M. McCullough's Sons Co.

BUYERS—SELLERS

Field and Garden Seeds

CINCINNATI - - OHIO

REGISTERED BRANDS

**MINNEAPOLIS SEED Co.**

WHOLESALE FIELD SEEDS

HARDY NORTHERN GROWN SEEDS
OUR SPECIALTY

BUYERS, RECLEANERS, SELLERS

ASK OUR BIDS BEFORE SELLING
WRITE OR WIRE FOR SAMPLES AND PRICES

TIMOTHY, CLOVERS, MILLETS

Grasses, Forage Seeds, Seed Grasses,
Peas, Beans and Screenings

P. O. ADDRESS, LOCK DRAWER 1548

OFFICES: 3444 RAILROAD AVE. 3D.

SEED ELEV. & WAREHOUSES: 34TH TO 35TH STS. & R. R. AV. S.
RAIN ELEV. & WAREHOUSES: 35TH TO 37TH STS. & R. R. AV. S.

MINNEAPOLIS, MINN.

RUDY-PATRICK SEED CO.

ALFALFA SUDAN MILLET CANE

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305 So. La Salle St., Chicago, Ill.

Gentlemen:—I wish to try the *Grain Dealers Journal* on the 10th and 25th of each month for one year just to learn if I can get any helpful suggestions from the opinions and experiences of other grain dealers. Enclosed please find One Dollar Fifty-five Cents.

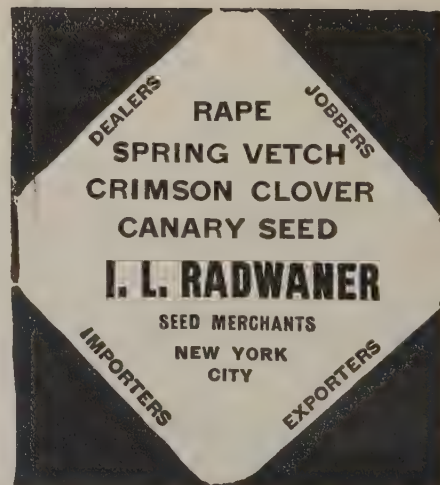
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Capacity of Elevator.....

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State.....



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If you contemplate building a new elevator or remodeling your present house, or if you need any machinery for handling grain you will learn something to your advantage by submitting an outline of your needs to us.

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Established 1860

MOLINE, ILL.

GRAIN DEALERS JOURNAL

[Incorporated]

Published on the

10th and 25th of Each Month at

305 S. La Salle Street, Chicago, Ill.

Charles S. Clark, Manager.

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THE ADVERTISING

value of the Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited. We will not knowingly permit our pages to be used by irresponsible firms for advertising a fake or a swindle.

LETTERS

on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome. Let us hear from you.

QUERIES

for grain trade information not found in the Journal are always welcome. Address "Asked - Answered" department. The service is free.

Entered at the Chicago, Ill., Post Office as Second-Class Matter, Aug. 5, 1898.

CHICAGO, JULY 25, 1918

ARE you equipped to receive grain from motor trucks? Better get ready, as the day of the truck is coming.

COUNTRY ELEVATOR men who experience any difficulty in handling new wheat under the new Federal Grades should suggest changes or improvements. Let your convictions be known to the trade.

CARS ARE so scarce in some sections, elevator men are unable to take in any kind of grain, and in Indiana some grain is piled out in the open, notwithstanding this valuable foodstuff needs to be conserved.

IT IS TRULY a dull day when at least one more country does not declare war on Prussianism. Siam and Honduras are late additions to the countries aligned against the Hun's military domination of the world.

FERTILIZERS can be used more profitably in producing wheat at \$2.20 a bushel than ever before and grain men should not overlook the fact that the more fertilizer they induce the farmers to use, the more wheat will they have to ship out.

STRAW IS so much in demand for the many army camps, that every farmer should be encouraged to bale it as soon as threshed, and prepare it for shipment.

RATS AND MICE destroy so much valuable food about grain storehouses and cribs none can afford to tolerate them in these days of high prices and great need of conserving all grain products.

IF THE maltsters will not be permitted to make any malt, and the people refuse to consume barley flour, this much valued grain will soon be limited to the pearl barley makers and the feed grinders for a market.

NOTHING in the food regulations or elevator restrictions prevents a shipper from selling wheat at less than the government price, in order to make a quick sale, and as long as his margin remains reasonable he may offer a correspondingly lower price to the farmer.

THE BEST winter wheat crop ever produced, in point of quality, at least, is now moving to market in daily increasing volume. If it be true that food will win the war, and if the present excellent prospects for spring wheat and corn and oats materialize as they give every promise of doing, then the Kaiser is done for.

LABOR MAY be difficult to obtain in all parts of the country, yet judging from the number of men who continue to advertise for positions in grain elevators, no grain house should stand idle for lack of help. If you don't see what you want in our "Situations Wanted" column, make use of the "Help Wanted" column and get your plant going.

CORN gives promise of maturing ahead of killing frosts this year, and if present generally satisfactory growing conditions continue for a few weeks longer the 1918 crop should be of much better quality than that of last year. Nevertheless, it is by no means certain that all of the corn will escape the effects of early low temperatures; and it is fairly certain that some of the crop will not be in condition for safe handling except by those dealers who have proper drying facilities. This statement can be made with assurance, because there never has been a crop which did not show some soft corn, and it is not to be expected there ever will be a perfect crop. No corn handling plant is properly equipped unless it includes a drier. The dealer who contemplates installing a drier for use this fall should not wait to see whether the volume of soft corn will be large, but should place his order now in order that he may be assured of reasonably prompt delivery. The present scarcity of labor and the difficulty of obtaining materials make it impossible to conduct manufacturing and building operations as promptly as formerly.

WHEAT HANDLERS cannot overlook the fact that a slight error in their scales may result in their needlessly paying more for their grain than they intended. All grain is now commanding prices that justify any expenditure necessary to place every scale in dependable working condition.

SMUT IN GRAIN is now receiving the active attention of a staff of 40 men, under the direction of 8 leaders, all of whom are working in conjunction with the state authorities with the hope of stamping out all grain smuts and increasing the yield of all grains. Most farmers know how to treat their seed and fortify their fields against this disease, but are unwilling to go to the expense or trouble. If they can only be forced to cultivate the habit, their yields of small grain will surely be increased.

WINTER WHEAT farmers of many sections have secured such an excellent crop of wheat, they must enter into the planting for the 1919 crop with more enthusiasm than usual. The demand for wheat will be just as strong next year as at present, and it may be that failures in some sections favored with a fair crop this year will increase the need of even a greater supply from other sections next year. Farmers everywhere should be encouraged to select strong seed, and prepare the ground well before planting it.

WHEAT must be handled on a larger margin than formerly if losses are to be avoided, for the dealer no longer has the hedging privilege and the Grain Corporation refuses to pay a storage charge except when it has specifically asked that the wheat be held for its order. It was the existence of the wheat futures market which enabled the grain trade to handle wheat on a margin of profit that was exceedingly low, and it is due to the lack of future trading that the trade can no longer continue to perform its service for the former compensation. It is a condition over which the trade has no control; and the facts should be recognized and accepted before it is too late.

"A BURNLESS AUGUST" is the slogan adopted by the Grain Dealers Fire Ins. Co., with the hope of filling grain elevator operators with the ambition to make it come true. A grain elevator full of wheat at \$2.20 runs into money and emphasizes the necessity for greater precautions than ever against fire. Many elevator men are installing new fire fighting apparatus about their plants and placing their power producing plants and their soft coal bins further from their elevators. No house should be closed for the night until all parts of the plant have been visited and bearings inspected. Just a little more caution, a little more vigilance on the part of the elevator operators will make "Burnless August" come true.

SEVERAL RECKLESS politicians of North Dakota spilled the beans recently when they prematurely announced that the Council of Defense would take over and operate all the grain elevators of the state, as a war measure, of course for the purpose of "eliminating waste and unnecessary expense in handling grain." When it comes to real economy and efficiency the politicians have proved themselves to be experts—*nit*.

EXPLOSIONS in threshing machines of the Pacific Northwest have frequently been credited by the Bureau of Chemistry of the Dept. of Agri. to grain dust, but some of these explosions have been traced to the malicious activity of the I. W. W. Explosions in threshing machines are almost unknown in farming sections free from I. W. W. influence. Ground wires and out-of-date sprinklers are not needed half so much as an effective check on sabotage.

NEW GRADES are now in effect for wheat and corn. On the new crop of winter wheat they are working very satisfactorily; and it is to be hoped that spring wheat and corn will be good enough in quality to give the same satisfaction with the grades. This will enable the grain trade to become accustomed to the new rules under favorable conditions and it will permit the Bureau of Markets to give more time and thought to administrative matters in connection with the bringing about of uniformity in grading in the various markets and in the various sections of the country. The present system of federal grain standards is the development of an idea which, in the beginning, had for its aim only uniform grading by existing inspection authorities.

THE LACK of demand for flour is said to be giving millers a great deal of concern. Many attribute it to the inability or unwillingness of the housewife to use the substitutes which she has been and still is required to take with her white flour; and the opinion has been expressed that flour demand will continue indifferent so long as the substitute rule is in force. It would seem that there is reason to believe that not even the lifting of this rule will cause immediate return to home baking. Having changed to the use of baker's bread, many homes will continue to use it long after the necessity for doing so has disappeared simply because it is the easier method. The comparative value of home baked and bakery bread do not enter into the reckoning at all, except insofar as it may be said that many families who had never before used the bakery product will have come to know that it is fully equal to that which they had been making at home. And, rather than undergo the inconveniences attendant upon home baking they will continue to buy their bread. In the very nature of things this will result in a lessened consumption of flour.

Wire Control.

Under a recent proclamation by the President, the government will take over the control of the telephone and telegraph wires on July 31st. While the Postmaster General, who will be entrusted with this new responsibility, has stated that his policy would be to "interfere as little as possible with wire communication systems consistent with the needs and interests of the government," business men who are dependent upon these facilities for conducting their affairs will approach the change in control with much trepidation. Prompt and uninterrupted service of both telegraph and telephone lines is absolutely essential to the conduct of the grain business.

If the recent deterioration in the mail service is to be accepted as an indication of what may be expected when the government takes over the telegraph and telephone systems, then surely business men must adopt every precaution to protect their business interests against the penalties accruing from delayed messages.

Whether or not private wire service will be continued is a question causing many firms much worry, but in view of the fact that the private wires will not be needed for governmental or other purposes, it would seem that the government should be satisfied with an espionage of the messages sent over these wires, and thereby accomplish the purpose which is presumed to have prompted the taking over of the wires. Every loyal citizen would be most decidedly opposed to any wires being used against the interests of the country, but this no doubt can be accomplished without discontinuing the private wire service.

The Price of Wheat.

The price for wheat of the 1918 crop has no doubt been finally and permanently fixed by the President's veto of the \$2.40 bill, but no sooner is the price of one crop settled upon than the uncertainties attending the price for next year's crop disturb the growers. The speed with which the winter wheat farmers are marketing their large crop of choice quality seems to carry conviction that they are perfectly satisfied with the price, but they are determined not to take any chances on loss due to possession of the grain. Wheat generally shrinks considerably immediately after being threshed, but the unusual quality and absence of excessive moisture and foreign matter would seem to insure less deterioration and shrinkage than usual. For this country elevator men with bins full of new wheat and no cars in sight will be most thankful.

Farmers now fully realize that they cannot profit by holding wheat of the 1918 crop, but they will profit most by selling it quickly and letting the buyers bear the hazards of fire, deterioration, shrinkage and ramage.

It is proper that any demand for an increase in the fixed price should emanate from farmers or their official organizations. However, if the price of the 1919 crop is to be fixed it should, in fairness to wheat growers, be fixed at as early a date as possible, and all uncertainty re-

moved as to the price they may expect, before the time for planting the new crop is past. It takes Congress so very long to make up its mind as to what it will do in regard to this fixing of prices, that it would seem necessary for many active organizations to appeal to it in behalf of early action. Missouri's State Board of Agriculture has asked that the price be fixed before the time for planting has past, so as to insure the maximum acreage of wheat for the coming crop.

Congress will have its hands so full with election and taxation affairs during the next three months that it will need much prompting to get decisive action on the price of the 1919 wheat crop. Don't let your representatives in Washington be the ones to overlook the need for early action.

Handling the New Wheat Crop.

The conditions, under which the dealers must handle the wheat crop of 1918 call for the exercise of great caution against becoming overloaded with a commodity which can neither be sold or shipped, and which will eat up wide margins in interest, insurance and storage charges.

The demand for flour from abroad has completely disappeared, the allies having stated they prefer wheat; and of wheat they have no pressing need, the harvest of foodstuffs in England this summer being sufficient to carry the country 40 weeks without importation. This sudden change from a state of scarcity to one of superabundance is a miracle to which the grain trade is no stranger.

That the foreigners are backing away from our surplus is shown by the falling off in exports, which were but 144,000 bus. for the week ending July 20, against 382,000 for the preceding week and 4,964,000 bus. a year ago. This condition will pile up a surplus on this side of the ocean, and the visible supply already is showing an increase, from 925,000 bus. July 13 to 3,574,000 bus. July 20.

American millers are disappointed at the lack of domestic demand for flour, now that ample supplies of wheat are available, the people having been educated to abstain or at least to use substitutes, will be slow buyers of wheat flour after their first urgent needs are satisfied.

As soon as the usual outlets for wheat are satisfied, which will be much sooner than many suppose, the government will become the only outlet, and as it holds itself out to buy only warehouse receipts issued by elevators at the 19 named terminals and f. o. b. cars only in the intermountain country, as stated in the official announcement published elsewhere in this number of the Journal, the country elevator operator is likely to find himself with no buyer, unless he can move the grain to the terminal, and perhaps not even then if the terminal elevators are already filled.

It is advisable therefore not to contract with growers for wheat for future delivery, nor to accumulate more wheat in the house than the prospective car supply will warrant. As the pressure of wheat increases, the car shortage becomes more alarming and storage capacity everywhere a diminishing quantity, the grain dealer who has kept his house clear will be in position to fill his house later with wheat at a bigger discount, to cover the insurance and storage costs, which is a privilege the law and the food control still allows him.

Judgment Against Carrier for Loss in Transit.

The E. G. Rall Grain Co. shipped 59,-480 lbs. wheat in S. P. 24280, order notify H. Dittlinger Roller Mills Co. The weight inserted in the B/L was obtained from the scale ticket prepared by an employee of the shipper, R. M. Wilhoite at Fort Worth, Tex., who weighed the wheat at Rall's elevator when it was loaded. Wilhoite held a license to act as weigher for the Western Railway and Inspection Bureau, an organization maintained by the carriers, including the I. & G. N., over which the car moved.

The superintendent of the Goodwin Coopering & Inspection Bureau testified from records that the car in question was inspected and coopered and otherwise prepared for grain loading on July 19, 1915. After loading, the side doors of the car were sealed by Wilhoite, under which seals the car reached New Braunfels, and was delivered to appellee's elevator for unloading. The chief joint car inspector for the Joint Car Ass'n of railroads entering Ft. Worth testified from records that the car was inspected when received from the shippers' elevator and no evidence of any leak discovered. Currie, inspector for appellant at Mart, and Rush, inspector for appellant at Taylor, testified from their records that the car was inspected when it reached the places mentioned, and there was no leak, and no repairs made.

When the car reached New Braunfels it was weighed on the railroad track scales, and the weight of the wheat contained therein was found to be 53,900 pounds. When it was unloaded it was weighed on appellee's elevator scales, the same showing the weight to be 54,140 pounds.

Attorneys for plaintiff and defendant both agreed that, when said car was opened after delivery at plaintiff's elevator in New Braunfels, there was no physical indication of any leakage of the wheat from the car, and after the unloading was completed plaintiff's employees went inside of the car and looked over same, but failed to observe any holes or defects therein whereby a leakage might have taken place; but plaintiff's employees were not aware at the time of the discrepancy in weight, and did not make a minute examination of the car.

For the shortage of 89 bus. the H. Dittlinger Roller Mills Co. brought suit for \$112.35 damages, including \$10 attorney's fee, and got judgment against the International & G. N., which was affirmed by the District Court of Comal County, and again by the Court of Civil Appeals of Texas, May 29, 1918.

The Court said: The company is bound by its recital of weight, unless it shows that there was a mistake. The weights stated in the B/L are prima facie evidence of the amount received, and the burden is on the carrier to show that it did not receive the amount of grain mentioned in the B/L. This burden can only be discharged by showing that a mistake was made in weighing the wheat, or in making out the certificate upon which it issues its B/L. The testimony in so far as it relates directly to these two transactions fails to show any mistake. In fact all of it tends to show there was no mistake. However, if the carrier can show that it delivered all of the wheat received, and that at the destination it was carefully and correctly weighed, and there was found to be a discrepancy of 89 bus., it has discharged the burden resting upon it, for it would follow that it could not have received the quantity stated in its B/L. The difficulty of making this showing is dependent largely upon the kind of goods transported.

Burden of Proof on Carrier.—When wheat is shipped in bulk the only test is the weight. It therefore becomes necessary for the carrier to show that no wheat was taken out of the car while in its possession, and that none could leak out. The testimony in this case, introduced on behalf of appellant, even if credited by the court, fails to preclude the idea that a leak may have occurred followed by repairs made by appellee's employees. Proof that at two places en route no leak was perceived, and none perceived at destination, while persuasive, is by no means conclusive. The evidence is not so satisfactory and conclusive as to preclude a theory that wheat may have been stolen from the car by an employee of the carrier or some one else. The court was justified in finding that appellee did not discharge the burden resting upon him of showing that the company did not receive the quantity stated in

its B/L. In fact we do not see how the court could have found otherwise.

Carriers can protect themselves against mistakes in Bs/L as to weight by exercising diligence before issuing the same. The owner of wheat shipped in is in a bad predicament if the weight adopted by the carrier can be changed on such inconclusive evidence as was adduced in this case.

The judgment is affirmed.—203 S. W. Rep. 798.

Arbitration Sustained by Court.

The Stinchcomb Grain Co., of Oklahoma City, Okla., which sought to escape payment of an arbitration award to the Burke Grain Co., of St. Joseph, Mo., and won in the lower court, lost on appeal, the Supreme Court of Oklahoma on May 21, 1918, having reserved the decision of the Oklahoma County Court and ordered judgment for plaintiff in the full amount, \$234.36, with interest from May 17, 1913, and costs.

The arbitration decision was as follows:

"In the consideration of the above-entitled case, we find that the contention of the defendant that the plaintiff violated his contract by refusing to honor the defendant's drafts is not well taken. We hold that it is no violation of contract when it appears as it did in this case that the shipper had overdrawn on the shipments, for two reasons:

"First, the contract specifically provided that there should be sufficient margin left to make sure that there would be no overdraft arising from shortage in weights or differences in grades.

"Second, this defendant knew when he was making these drafts, even after the agreement was entered into to leave a 1-cent margin, that he was overdrawing unless he got a much more liberal inspection at destination than was placed on the grain by the chief grain inspector of the Omaha Grain Exchange, where the shipments were made from.

"It is a well-established fact that any purchaser is clearly within his rights to refuse the payment of or ask for the reduction of a draft for cause, and thereby does not violate his contract or release the shipper from his.

"It is therefore ordered that this defendant, the Stinchcomb Grain Co., pay the plaintiff the full amount of their claim, \$234.36, and we assess the costs of this arbitration to the said defendant.

"U. F. Clemons,

"Fritz Straughn,

"J. J. Stinett.

"Attest:

"C. F. Frouthy, Sec'y."

The defense was that plaintiff was not the real party in interest. The facts are Mrs. Burke owns practically all of the stock of the Burke Grain Co.; that prior to Mr. Burke's death one Mr. Harroun, or Mr. W. H. Harroun's family, owned a block of this stock, and sold their stock to Mr. Burke; that the company did not transfer any of its assets to Mr. Burke, or Mrs. Burke, or any of its stockholders; that the Burke Grain Co. owns the assets; that Mr. Burke did not own the entire assets of the company, never owned any of the assets, but that he owned stock of the company, in the sense that ownership of the stock would amount to ownership of the assets; he owned all of the assets of the company represented by his stock, but he never owned any of the assets of the company; the assets of the company always belonged to and still belong to the company; that at the time Burke bought the Harroun stock there were certain doubtful claims, including the claim here sued on, and that it was agreed between Harroun and Burke that when the assets of the company represented by these doubtful claims were distributed by the company a certain part of them should go to Harroun's family and a certain part to Burke, but this was an arrangement simply between Burke and Harroun, to which the corporation was not a party whatever; that the claim in this suit was never assigned or transferred by the corporation to

either Burke or Harroun or any other stockholder or any other person; that the corporation was still intact and annually making its reports to the United States Internal Revenue Department, and that the company had nothing whatever to do with the arrangement between Harroun's family and Burke, by which it was agreed that, when the affairs of the company were finally wound up and the assets divided, the proceeds of certain assets, instead of going to Burke, who had bought the Harroun stock, should be divided between Burke and Harroun's family.

The court said: There is but one way that the assets of a corporation can be disposed of, and that is by the act of the corporation, and the agreement had between Burke and Harroun as to a division of doubtful claims in addition to whatever may have been paid by Burke in purchase of the stock of said company was not the act of the company, and in no wise affected ownership of the claim as against the plaintiff. The plaintiff not being a party thereto, Harroun did not acquire any legal title to or any interest in the claim which is the basis of this action, and therefore the only proper party plaintiff was the corporation.

No attack whatever was made by the defendant in regard to the award offered in evidence in this case.

While it is true that our statutes do not provide for an arbitration, yet the common law of arbitration prevails in this state, and the courts of this state favor the same.

Where an arbitration is had, and the board of arbitrators acts within the scope of its authority, and notice of the time of hearing is given the parties, and the evidence received, and the amount of award is not so excessive as that fraud may be presumed therefrom, the award made by such arbitrators determines the rights of the parties as effectually as a judgment by regular legal procedure, until it is regularly set aside or its validity questioned.—173 Pac. Rep. 204.

COLONEL STREAM should change his decision about taking delivery on futures. All futures should mean actual delivery. They then serve a useful purpose. It makes the contract desirable and legitimate. All trades for those who have no license are restricted. That will prevent abuses. Present ruling prevents small feeders from taking delivery because they have no license. It is an injustice. Several have complained. Indiana feeder writes he has no license except a marriage license. Canadian dealer has license there, but none here. He is anxious. Cut out the restrictions as far as possible.—C. A. King & Co.

BY LAW the federal government of Brazil will grant bounties, in the form of agricultural machinery, to farmers, companies and agricultural co-operative societies for the cultivation of wheat during 1918 and 1919. The premium is to be valued at 30 milreis for every hectare (about \$3 per acre) cultivated, and in order to receive the premium the crop must exceed 15 hectoliters per hectare (17.23 bus. per acre), and the ripe, dry grain must weigh not less than 780 grams per liter (60 lbs. per bu.). For greater yield and test weight an increase of 20% in the value of the premium is to be made. During the first half of 1919 an exposition will be held at Rio de Janeiro for the exhibition of wheat and other cereals and of manufactures of these products, and the federal government will, during this year, guarantee a minimum price of 300 reis per kilo (slightly less than 3½¢ per lb.) for all wheat of good quality delivered at Rio de Janeiro. It is desired to bring about a great increase in the production of wheat in the Republic, and these measures are being taken with that end in view.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

Proper Method of Loading Seed?

Grain Dealers Journal: We desire information as to the proper method for loading bags of seed into cars. We especially desire to know how to load the bags so that each bag may be sampled, thus making it possible to obtain a sample that is truly representative of the contents of the car without removing any of the bags from the car. Can you give us any assistance in this matter?—O. A. Seed Co.

Ans.: The method of placing bags of seed in a car which is shown in the diagram reproduced herewith is approved by the Seed Inspection Dep't of the Chicago Board of Trade, and it makes it possible to obtain a sample from each of the bags in the car. Only the bottom layer of bags is shown in the diagram, but it will be understood that the bags may be piled as high as is consistent with safety, or as high as will be necessary to permit the car to be loaded to its capacity. It should be kept in mind, however, that if the bags are piled more than 7 high there is danger of the upper bags sliding off the pile. To load the car with only 5 layers is preferable, if it can be done.

In starting to load a car the first layer of bags should be placed against the end wall of the car, but not against the side wall. The end of the bags should be 3 or 4 inches from the side wall. Then the second layer should be laid upon the first, with the end of the bags slightly nearer the side wall, and so on up to the last layer, which may touch the wall. In this manner the tendency of the bags to slide into the open way in the middle is overcome. Alternate layers should have the ends of the bags reversed, so that the pile may be kept more nearly level. Thus, if the bags in the bottom layer are placed with their bottoms to the wall, the bags in the second layer should have their tops to the wall, and this alternation should be continued thruout the pile.

Car door openings should be fitted with grain doors as a measure of safety, and precaution should be taken so that no nails protrude to catch and tear any of the bags.

It also will be necessary to make each pile stable against the shocks that will be received in transit, and there are several ways of accomplishing this. In the method which is usually adopted that end of each pile which is not placed against a supporting wall is "sloped," that is, each successive layer is made one bag shorter than the layer below it. Another method is to stand three bags on end in the middle of the car at the unsupported end of

each pile. Still another way is to turn bags in alternate layers at the end so as to "tie" the pile. It makes little difference how the result is accomplished, so long as the bags are kept from falling and each is made accessible to the sampler.

By arranging the bags with passage ways as shown in the diagram it is possible for the sampler or whoever may be interested in the car to count the bags accurately, as well as to secure individual samples.

Hay Minimum Always Enforced.

Grain Dealers Journal: We have three cars shipped from an interstate point to a Texas common point, the cars containing baled rice straw. The shipper states the cars were loaded to full visible capacity and the Bs/L so marked, but when these cars reached destination the railroad company assessed minimum altho shippers state they could not get the minimum in the car.

What is the ruling on the above as we are unable to locate same in the tariffs.—Carter Grain Co., Bay City, Tex.

Ans.: The rules governing the minimum weights on carloads of hay will be found in Circular No. 1-M of the Western Trunk Lines, effective May 5, 1918. Section 1 of Rule 1070-A provides for minimum weights ranging from 19,000 to 30,000 lbs., according to length of car.

The provision allowing the shipper actual weight loaded applies only to grain loaded to full visible capacity, not to hay, and shipper loading less than minimum weight of hay has no recourse. The railroad companies claim shippers can overcome this by greater compression of hay.

Exchanging Flour for Wheat.

Grain Dealers Journal:—In reply to Miesenhelder Bros., asking in the last Journal what to do about accepting wheat on deposit to be exchanged for flour one of the best suggestions is contained in a circular of July 17 by Frank H. Tanner, sec'y of the Ohio Millers State Ass'n, in which he says:

A miller cannot afford to grind custom work for 25 cents per bushel. He should therefore insist on the farmer selling his wheat, and buying his flour and feed. You are entitled to buy his wheat on basis of grade (usually No. 2) at say six cents under carload price, for No. 2; or nine cents per bushel under carload price for No. 1. You are entitled to sell him the flour based on price of No. 1 wheat (carload price), plus \$1.10 for manufacturing cost, plus \$1.20 per barrel, for retailing, which basis you should sell him on. Figure it up, and see what it amounts to by so doing the business. Then compare this basis with the present basis on which you are exchanging, and it will be nearly the same. Then, why grind his wheat for 25 cents per bushel. The farmer has no objection coming, to paying 25 cents, if he can find a miller foolish enough to do it for him for that. He should be the last man to object to that plan. If he refuses to sow wheat because he must take all the product for his wheat and only pay 25 cents per bushel for grinding it into flour, he needs a guardian. The miller is

entitled to nearer fifty cents per bushel for grinding, than twenty-five cents. Our advice is to buy his wheat and sell him his flour and feed at retail prices, as you are entitled to do.

The 25 cents per bushel referred to is the allowance by the Food Administration for custom work.—N. E. Chase.

Stamping of Future Contracts?

Grain Dealers Journal: Will the Journal kindly tell me what the late ruling is in regard to contracts made say thirty or sixty days hence? Do they require internal revenue stamps? Some claim that they do and others claim they don't. I have a faint recollection that the whole thing was postponed.—C. A. Stephens.

Ans.: The stamp taxes were not suspended, but after a long delay by the government a modification was made by the Commissioner of Internal Revenue in Regulations No. 40, published in the Journal Feb. 10, pages 210 and 211.

The modification provides that "for the purpose of these regulations 'immediate or prompt delivery' shall mean delivery at once or as soon as practicable, and in any event within 20 days of the date of the sale or agreement."

Stamps therefore are required on contracts, made on an exchange, for delivery 30 or 60 days hence.

Coming Conventions.

July 26.—Northwestern Grain Dealers' Ass'n at Helena, Mont.

Aug. 8.—Michigan Hay & Grain Ass'n at Detroit, Mich.

Sept. 23, 24, 25.—Grain Dealers National Ass'n at Milwaukee, Wis.

May 20, 21, 1919.—Grain Dealers Ass'n of Oklahoma at Oklahoma City, Okla.

Dr. Duvel Returns From Australia.

Dr. J. W. T. Duvel, crop technologist of the Dep't of Agriculture, who was sent to Australia several months ago to assist in controlling the plague of weevil in that country's vast stacks of bagged wheat has returned to America and will again take up his work at Washington.

The Doctor is thoroly bronzed as the result of his few months of life in the island continent and if appearances are not deceitful he has gained several pounds in weight. The grain dealers of America who know him so well will be glad to know of his safe return.

Pacific Northwest Dealers Meet.

The Pacific Northwest Grain Dealers Ass'n held a meeting July 9 at Portland, Ore., to complete the organization which was started several months ago.

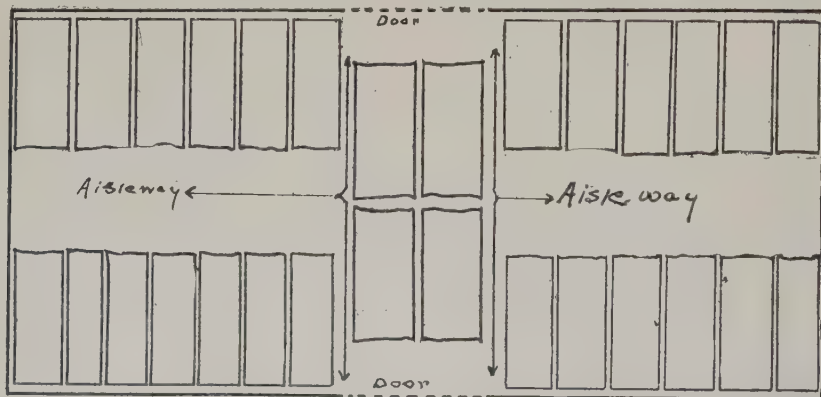
An arbitration com'te was appointed, composed of Sherman Draper, J. H. Noyes and R. S. McCarl, of Portland; W. J. Macdonald, A. W. Tidmarsh and T. A. Fransioli, of Seattle, and N. A. Roberts, M. J. O'Neill and E. O. War-moth, of Spokane.

S. S. Armstrong, who represented the Coast on the advisory com'te of the Grain Corporation, gave a report on his eastern trip. M. H. Houser, vice-pres. of the Grain Corporation, also addressed the dealers on the plan of handling wheat the coming season.

The visiting dealers were entertained at luncheon by the Grain Department of the Portland Merchants Exchange.

The trade rules of the Grain Dealers National Ass'n were adopted, and it was voted to affiliate with the National Ass'n.

Geo. W. Smith of Seattle, Wash., is pres.; D. W. L. MacGregor, vice-pres., and R. J. Paterson of Portland, Ore., sec'y. The matter of employing a paid sec'y was left to the board of directors.



Arrangement of Bags in Car Loaded with Seed.

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

Only 3,475 Bus. Oats in This Car.

Grain Dealers Journal: On July 11th StP 25482, containing 3,475 bushels of oats, was unloaded at the Santa Fe Elevator. This car was shipped to Lamson Bros. & Co. by the Bradgate Grain Co., Bradgate, Ia., and we think the load is large enough to deserve notice.—Yours truly, Lamson Bros. & Co., Chicago, Ill.

Intermountain Farmers Hurt by Price Fixing.

Grain Dealers Journal: Every farmer feels that he should get two dollars per bushel for his wheat, and would certainly feel much better if the uncertainty in price fixing could be knocked out.

It is the uncertain prospective price that hurts and it causes a lot of trouble and delay and after all many get hooked.

We farmers are probably unfortunately located. If we ship to the East we pay the freight, and if we buy from the East we pay the freight. What the West does not get out of one hand the East gets out of the other. However, we believe in the doctrine that time rights all things, and some fine morning we will hold what we get in both hands and neither pay the freight to or from you, but will toss down to you people of the valleys your needs after you have tossed up to us.—W. H. Griffin, Jr., Cache Junction, Utah.

Discriminatory Restrictions on Wheat Bran Trade.

Grain Dealers Journal: The feed and grain trade is in serious trouble on account of restrictions placed on wheat bran and wheat shorts. There is absolutely no profit or inducement for wholesalers or retailers to handle bran and shorts. The result is that a greater part of the wheat bran will probably find its way to feeders in the form of molasses mixed feeds, or is lost in corn chops and other ground feeds.

We are frank to say that we do not see what good can be accomplished in forcing bran to be marketed comparatively 75c per cwt. below its value. If bran was set free and permitted to be handled as heretofore on its merits, and in competition with other feeds, it probably would advance 75c per cwt. and flour could, therefore, be easily sold at 50c per barrel below the prices prevailing at the present time.

The milling regulations of course are such that every possible pound of flour will be made out of the wheat, and due to the relatively low price of bran, there has been created a very unusual demand for local use—the bran being taken from the mill doors, and the people are shipping out their corn and oats, which under normal conditions they would probably feed at home. For instance, the mills throughout Kansas advise that they have an unprecedented local demand for

bran which is being hauled to the farms and fed, and the corn and oats are being sold. This means those sections of the country which produce but little wheat and have but few mills will find it almost impossible to secure any bran.

Can you not prevail upon the Food Administration to withdraw the restrictions on bran and permit the feed dealers to handle it as heretofore. Do you think that concerted action taken by the grain and feed trade of the United States might result in a change? We are informed that the relation of the feed to the wheat price was made on recommendation of the Agricultural Advisory Council. Do you know who composes this council? Are they largely feeders, or farmers, who perhaps were materially interested in buying bran as cheaply as possible for feeding purposes in order that they might sell a large proportion of their corn and oats.

What little bran is now being shipped by the mills usually goes out in mixed cars with flour to the smaller places where a straight car of flour would perhaps temporarily overstock the buyer. These buyers, we believe, as a rule are not restricted by the regulations now in effect and they in many instances are retailing bran based on its relative feed value and not based on the cost.

Our attention was called a few days ago to a case where a small grocer merchant, who heretofore has not handled feed, who was taking the maximum weight of bran into his cars of flour and was selling the bran out locally in small lots at a profit of about 85c per bag. In the meantime, the local grain dealers or feed dealers, had found it impossible to secure any bran at any price. This situation is quite against the interests of the established feed and grain trade, with consumers located some distance from the mills getting but little, if any, benefit. In other words, the business has been taken away from the established feed and grain trade, who were handling it on a small profit, and has been transferred largely to the small grocer merchants, who in most cases are handling the small amount they get at a big profit.

We feel that a change would be for the good of the country at large and would result in the feed trade being permitted to handle bran and shorts as heretofore, and flour perhaps would be reduced 50 to 75c per barrel.—Very respectfully, Priddy Grain Company, per W. M. Priddy, Wichita Falls, Tex.

Pricing Low Grade Wheat.

In view of the fact that no fixed price is made by the government on No. 4, No. 5 and sample wheat buyers are at liberty to use their own judgment as to what any given sample is worth.

Food Administration agents buying low grades also are given wide discretion as to price, in the following, from the official announcement of July 16:

The grade discounts for No. 2 and No. 3 are made with the expectation that mills and dealers will absorb the better qualities of these grades at a premium over those fixed differences at which the Government will buy, and with the expectation that the quantities tendered to the Government will approach the minimum of the grade. It is also expected that the character of the wheat going into No. 4 and No. 5 grades will be of such wide range that it would not be fair to the producer to name a fixed price at which the Government will buy. It has therefore been left to the discretion of the Government representatives to buy the wheat which is represented by the No. 4 and No. 5 grades, as well as wheat which is represented by "sample," on the basis of their judgment as to its proper value.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

Spokane 1605 loaded with wheat was leaking at Delavan, Ill., July 22.—Wayne Bros. Grain Co.

Southern 36558 passed thru Laddonia, Mo., over C. & A., July 22, leaking a stream of wheat thru the bottom.—Wilder & Taylor.

C. & N. W. 79044 arrived in Beason, Ill., July 18, leaking yellow corn badly thru the side of car. Was nailed up here.—W. H. Armstrong, mgr. Farmers Grain Co.

Southern 134471, on K. C. M. & O. R. R. at Aline, Okla., July 19, going east, leaking wheat from side of car. I repaired leak while train was switching.—C. A. Boles, Cherokee Mills, Okla.

B. & O. 195909 passed thru Rock Creek, Kan., July 19, leaking wheat at drawbar.—H. D. Harding.

M. C. 28113 passed thru Brownsburg, Ind., July 18, leaking wheat badly. Train did not stop, and could not fix any.—Wolf-ram Grain Co.

Grand Trunk 15944 passed thru Beltrami, Minn., July 18, leaking wheat at side door. The train crew were notified.—Carl O. Lekve Grain Co., C. E. Hazelton.

B. R. & P. 4829 standing at this place, July 18, with hot box, leaking wheat back of the door post. I stopped it as best I could.—D. G. Adelsperger, Maple Grove Farmers Elevator Co., Maple Grove, O.

N. Y. C. 233980 passed thru Vayland, S. D., June 12, going east on the C. & N. W. Ry., leaking barley at door post. Had just a little time to fix it and notified the train crew.—Agt., Huron Mfg. Co.

A Burnless August.

The Grain Dealers' Fire Insurance Co. has started a campaign for A BURNLESS AUGUST. The idea is an excellent one and we are very glad to give it our support. Of course, the elevator owner should be vigilant at all times, but a campaign such as this centers the attention of every man on the necessity of cutting down the heavy fire loss of our country; and he may remove some particular hazard that might show up disastrously later in the season. We gain little stressing the sentimental in days like these if we overlook the practical side and surely nothing could be more practical so far as the grain dealer is concerned than delivering every bushel of grain that comes into his house. It surely will be to the discredit of any man if grain in his possession burns through carelessness or lack of foresight. A BURNLESS AUGUST is a war measure, and we sincerely trust that every reader will enlist for the campaign.

New Clause on Future Delivery Contracts.

The directors of the Kansas City Board of Trade at a meeting July 16, voted that members be required to stamp the following upon contracts for future delivery:

This contract is subject to the provisions of the U. S. Food Control Act, and any regulations or rulings made thereunder.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

ILLINOIS.

Freeport, Ill., July 11.—Grain crops are doing well.—H. A. Hillmer Co.

Cortland, Ill., July 13.—Our wheat acreage this year is larger than ever before and the crop is in excellent condition. Corn, also, is in very good condition. The stand is just a little thin, but otherwise the prospect is satisfactory.—O. L. Colton.

Springfield, Ill., July 17.—Corn, pastures and gardens in the southern division are suffering from continued drought, and corn has been seriously checked in growth. In the northern and central divisions all crops are in good to excellent condition generally. Corn cultivation is nearly completed.—Clarence J. Root, meteorologist.

Myrtle, Ill., July 10.—Crop prospects on the whole are very favorable. Rye in the shock; good crop; small acreage. Wheat turning, and probably the best crop of wheat for this locality for 20 years. Acreage largely spring wheat of Marquis variety. Winter wheat mostly winter killed. Barley and oats never looked better, with average acreage for oats, and 4 times as many acres of barley. Corn acreage one-third short. Early planting fine; later not so good.—Holcomb-Dutton Lbr. Co., C. E. Balluff.

Chicago, Ill., July 22.—Our Mr. Joseph Wild reports on a 300-mile trip over north central Illinois, covering LaSalle, Kendall, Kane, and DeKalb counties: "Grain rounding out into the golden yellow color of plenty. Oats crop immense in every direction. A few miles west of Aurora good corn, 4 to 5½ feet high, shows plentifully. Crop well ahead and earing successfully. Soil and color suggest the plant can thrive mainly on a 14 to 21 day hot spell. The general north central Illinois wheat acreage is way above anything known. The corn crop generally over this section must be given a very high condition, altho some of it is late. North central Illinois landscapes are unsullied, or unsullied by heat. Observation of the corn development, basis of the date, yields great confidence. There is considerable evidence of average old crop supplies."—E. W. Wagner & Co.

INDIANA.

Brownsburg, Ind., July 11.—Wheat of good quality; oats fair.—Wolfram Grain Co.

Cowan, Ind., July 17.—Wheat good quality; oats seem to be damaged by frost; corn doing well where frost was not too severe. We are having showers that are a great help.—S. C. Herman.

Redkey, Ind., June 21.—Heavy frost Saturday night, the 22nd, hit corn and vegetables badly. In any event not less than 10% on corn. Rich black valley tall corn about laid by; suffered most. Some fields almost a total loss. Grain not much injured.—Redkey Equity Exchange Co., D. M. McKenzie, mgr.

IOWA.

Brunsville, Ia., July 10.—Crops look fine in this part of the state. Plenty of moisture.—Hoese Grain Co., H. Ryan, mgr.

Sac City, Ia., July 19.—Oats yielding good. Weather too dry and hot for corn.—Independent Farmers Elvtr. Co., Earl M. Galbraith, mgr.

Wesley, Ia., July 7.—Crop prospects are good at this time. Corn is in good clean condition. Having plenty of rain.—J. H. Reiber, Kunz Grain Co.

Rodney, Ia., July 12.—Wheat is of good quality, and farmers think it will be the best they have raised for several years. Corn is beginning to need rain. If we have the right kind of weather from now on,

there will be the biggest crop that has been raised here in years.—A. B. Doolittle, agt., Armour Grain Co.

Des Moines, Ia., July 10.—Altho corn has been doing remarkably well, and prospects are for a larger crop than last year, we are inclined to believe threshing returns of oats are going to prove a bit disappointing. The straw is short and uneven, and because of the very warm weather at the time oats were heading out, believe they will only average 30 to 32 pounds thruout central Iowa.—Harper & Sons.

Des Moines, Ia., July 16.—Cool, dry weather prevailed till near the close of the week, when good rains occurred in the northern and light showers in the southern portions of the state. The drouth in the southwestern part of the state is becoming serious. Uneven germination due to lack of moisture last fall has caused winter wheat to ripen unevenly. Oats in Van Buren county are yielding 48 bus. per acre, in Pottawattamie county, 41 bus., and in Davis county, 31 bus. Corn made good progress except in the southwest district, is tasseling rapidly in most sections and silking in some. Unless a good soaking rain comes soon the crop will be seriously damaged in the southwest district where the leaves rolled badly during the past week with comparatively moderate temperatures. The final estimate on total corn acreage for the state is 10,337,700.—Charles D. Reed, meteorologist.

KANSAS.

Salina, Kan., July 21.—We have a fine crop of wheat and good prospects for corn.—Taylor Miller.

Linn, Kan., July 10.—Oats very light; wheat making about 15 pounds. Prospects good for corn, but needing rain.—Don R. Crum.

Patterson, Kan., July 22.—Wheat is making about 20 bus. per acre. Corn prospects are fine.—James Borin, mgr., N. Sauer Mfg. Co.

Menlo, Kan., July 15.—Wheat yield will be very light in this immediate vicinity.—Menlo Farmers Union Co-operative Ass'n, J. S. Mahanna, mgr.

White City, Kan., July 22.—Wheat averaging 20 bus.; the largest acreage in many years.—R. R. Dodderidge, mgr. White City Grain Co.

Oak Hill, Kan., July 19.—Wheat is of poor quality and yield is light, oats are also light. Corn prospect better than it has been for several years.—F. H. Gripp, agt. Kansas Flour Mills Co.

Wichita, Kan., July 9.—Wheat is of excellent quality. This immediate territory as well as western Kansas would be greatly benefited by a rain, altho as yet no serious damage has been done thru lack of it.—Evans-Williams Grain Co., C. E. Lindberg, sec'y.

Manhattan, Kan., July 9.—Corn prospect fine at present time, but will require lots of rain in the next six weeks, as subsoil is very dry. Wheat threshing returns some better than anticipated, quality good. Oats cut short by extended drouth in June.—Geo. T. Fielding's Sons.

KENTUCKY.

Mt. Sterling, Ky., July 22.—Wheat in fine condition and yield per acre good.—Monarch Mfg. Co.

LOUISIANA.

Monroe, La., July 18.—Corn crop badly damaged by drought.—Monroe Mill & Elvtr. Co.

MINNESOTA.

Cokato, Minn., July 17.—Crop very good.—Farmers Elvtr. Co.

Waubun, Minn., July 11.—Prospects are good for all kinds of grain.—Waubun Elvtr. Co.

Danube, Minn., July 20.—Crops are looking fine.—Danube Farmers Elvtr. Co., H. G. Schimming, mgr.

LeSueur Center, Minn., July 13.—Crops are looking fine around here. Had a fine rain today which was a soaker for all grain. Corn is in good condition, some commencing to tassel out.—A. O. Radke.

Walnut Grove, Minn., July 10.—Small grains are looking fine. Some rye is nearly ripe.—F. R. Foster, agt., Eagle Roller Mill Co.

Sauk Center, Minn., July 10.—We have a good crop of grain in this vicinity. About an average crop if it fills good.—Erwin Elvtr. Co.

Lake City, Minn., July 19.—Crops are reported the best in years, heavy straw; cool weather for filling; just a little damage by hail.—Jas. A. Smith Elvtr.

Minneapolis, Minn., July 17.—The weather in the Northwest has been cool and favorable for the filling of small grain. Recent rains have brought relief to many districts of western North Dakota and northern Montana, where the crops have been badly damaged by drouth and heat. In this territory quite an improvement is noted in the condition of the remaining grain, but the rains have been local thruout the summer and the crops are extremely spotted and vary from almost a failure to possibly 60% of normal. A number of districts in these two states are still suffering and, without rains, crops will be very light. In the eastern half of North Dakota conditions are fair in some places and excellent in others. Minnesota and South Dakota, as a whole, have fine prospects. Much of the wheat is headed and filling well. The indicated yield is heavy and, with favorable weather, the quality will be high. The yield of barley is fine. The berry is large and the quality high. The aggregate bushels for the Northwest will probably be one of the greatest in its history. The oats do not run as evenly as barley, but are spotted. Indications, however, are for a heavy crop of good quality. The rye crop is very spotted, but has filled better than expected and, with the greatly increased acreage, there will be an unusually large volume. The corn crop in Minnesota and South Dakota has been a surprise because of its rapid growth and fine condition. It is from one to three weeks earlier than last year, when so much of it was caught by early frost. This made it soft and difficult to handle, so that a large part of it did not reach the market. With favorable weather, this season's crop should mature early and be of high quality and good yield. The North Dakota acreage is small and the crop has suffered from cut-worms and poor weather conditions.—Van Dusen Harrington Co.

MISSOURI.

Treloar, Mo., July 13.—The quality of grain is not as good as last season.—H. J. Buescher & Co., H. J. Buescher.

Jefferson City, Mo.—The July report of the State Board of Agriculture gives corn condition as 91 against 88 last month, 87 July, 1917, and 82 average. The indicated production is 225,022,000 bus. against 222,442,000 last July, and average yield of 171,046,000. The Missouri corn crop is growing upon 7,272,850 acres against 7,200,000 acres in 1917, and 7,094,000 average. Corn was well worked and is clean with generally a good stand in all sections. Cultivation is practically finished everywhere except in the southeast, where the plant is smaller than usual, due to late season, but making rapid growth. Western and southwestern corn was retarded by dry weather of June. Hot winds burnt the outer blades in various sections of the state, not damaging the crop seriously, however. Recent showers relieved many points. The plant is much farther advanced than this time last year in the northern part of the state, and in the northeastern section the crop is more promising than for the past several years. With a normal season, the yield should exceed the 252,000,000 bus. of 1917. Missouri oats lost 10 points in June. Condition 83, indicated yield 42,379,800 bus. Wheat stocks on farms lowest ever known July first. Condition of wheat 94 against 96 in June, indicating 48,154,300 bus. Spring wheat 91, indicating 178,200 bus. Missouri wheat production, 48,332,500.—E. A. Logan, field agt. of the U. S. Bureau of Crop Estimates, and Jewell Mayes, sec'y of the State Board of Agriculture.

MONTANA.

Bynum, Mont., July 10.—Crops around here are not very good. Too dry this summer. However, we expect about one third of a crop.—Equity Co-operative Ass'n, J. C. Kramer, mgr.

NEBRASKA.

Bartley, Neb., July 11.—Wheat crop light. Good prospects for corn.—E. E. Smith.

Gresham, Neb., July 22.—Yield of wheat about 7½ bus. per acre. Corn needing rain.—C. E. Trump, mgr., Gresham Grain Co.

Berwyn, Neb., July 15.—Wheat will make about 10 bus.; rye about 10 bus.; oats light. Corn is coming fine; needs rain.—Miller & Wirt.

Moorefield, Neb., July 19.—Wheat will make 10 bus. per acre. Late rains make corn look good.—James Pearson, mgr., Moorefield Equity Exchange.

Central City, Neb., July 10.—Winter wheat will yield 7 to 30 bus. Corn is slightly damaged by drouth.—L. E. Nugent, agt., T. B. Hord Grain Co.

Hendley, Neb., July 18.—Wheat crop light; will make 5 to 10 bus. per acre. Corn acreage small, but as the ground is wet it promises a good crop.—Farmers Business Ass'n.

Waco, Neb., July 18.—Wheat going about 15 bus. per acre; good quality. Oats, 30 bus.; good quality. Corn looking good after the rain on the 17th.—Waco Farmers Grain Co., M. W. Spence, mgr.

Farwell, Neb., July 10.—Wheat is good, but will not yield much to the acre; 12 bu. average. Oats and barley are light. Corn looks good. Weather is warm and no rain. Need rain for a good corn crop.—Ignac Pawlowski, mgr., E. G. Taylor.

Dalton, Neb., July 20.—Fall wheat is generally good. Spring wheat damaged considerably by the extreme heat some time ago. Good rains recently, however, will be a great help to the late wheat, of which there is quite an acreage. Corn looking fine.—J. A. Miles.

Grand Island, Neb., July 16.—The quality of winter wheat will grade about all No. 2, but not a very heavy yield. Spring wheat is spotted on account of the extremely hot weather in June ripening the plant too fast. Corn is looking good and is further along this season than it has been for a good many years past. No damage to any extent has been done on the corn from the dry weather. We need a good general rain to make conditions ideal.—Highland Grain Co.

Omaha, Neb., July 19.—South of the Platte River, and west to Hastings, the winter wheat crop got a very poor start, owing to dry weather, and was hurt somewhat in certain sections by the extreme hot weather during early June. Threshing returns indicate yields as low as 8 bus. and up to 15; probably averaging 12 to 15 bus. From Hastings west conditions get better; in the central western portion—Grand Island thru to Cheyenne, on the U. P. and north, particularly around Sidney, the crop is exceptionally good. This also prevails in eastern Wyoming. In eastern central Colorado, the crop is light probably 10 to 15 bus. North of the Platte, in general, winter wheat would average better clear thru to the Missouri River, but spotted and all kinds of yields. The quality is excellent, very high test weight, or if shrunken, running very high in gluten. Spring wheat was, and always has been, a failure south of the Platte, which should never have been planted regardless of conditions. The size of the crop will be, roughly speaking, probably 50% of a normal year. South of the Platte, which is not and never has been an oats country, there was planted quite a large acreage. Last year this made good, but this year it was a failure. Northeast Nebraska, which is the oats territory, will have a fair crop. Early oats were hurt by the hot weather, but late oats are alright. Reports from western Iowa indicate a very large and satisfactory crop. I have never

seen as favorable conditions for a corn crop in western Iowa and Nebraska as that existing at this moment. As a whole it will average 2 to 3 weeks ahead of normal. The rain of the 17th came just when needed and just the right amount, and has been followed by exactly the right kind of weather, and because of its general scope clear into the panhandle, or from Oklahoma and Kansas, eliminates any danger from hot winds. Another similar rain between July 25 and Aug. 25, means the largest and finest crop of corn I have ever seen growing. There is no possible danger of frost as I see it. Corn will be mature and dried up by the first of September if we have a good dry Aug.—W. H. Chambers.

NEW MEXICO.

Chicago, Ill., July 17.—Conditions in New Mexico are very discouraging. All crops from Glenrio west to and including Santa Rosa, and from Tucumcari to the Canadian River are failures. There are no pastures, and cattle are not doing well. Conditions from Logan to the state line are much better in every way. The principal crops are milo maize, kafir corn, and feterita. Some corn, cane, beans and broom corn are also planted, and these are in fair condition.—S. H. Johnson, freight traffic mgr., Rock Island Lines.

NORTH DAKOTA.

Oakes, N. D., July 22.—Crops are fine with plenty of rain.—M. O. Jacobs.

Kindred, N. D.—July 22.—Crop prospects are fine. Weather favorable. Wheat ripening in nice shape.—Kindred Farmers Elvtr. Co.

Tuttle, N. D., July 9.—This locality has been visited by a pro-German character, von Drought, the last 3 weeks. However, on the 6th, Mr. Humidity appeared on the battlefield and bombarded von Drought. The result was that the enemy had to give ground for the time being anyway.—Lybeck Grain Co.

Karlsruhe, N. D., July 10.—Crop conditions in this territory are the poorest in 8 years. A continuous dry spell for over 4 weeks has burnt up everything. Even the winter rye is not going to yield the seed back. The dry area covers many counties in this northwestern part of North Dakota, and extends far into Montana, according to all reports.—Lybeck Grain Co.

OHIO.

Ingomar, O., July 10.—Wheat is of very good quality.—O. Klepinger.

Amanda, O., July 13.—Wheat quality good. Yield about 20 bus. per acre.—Huston & Swope.

Burkettsville, O., July 18.—We certainly have fine crops in this section of Ohio this year. Everything is looking good.—Burkettsville Grain Co.

Maria Stein, O., July 10.—Wheat yield fair. Oats are not extra; think they will be light this season. Corn in fair condition and looking fine. Altho it was damaged by frost several weeks ago it seems to have made up again for the damage. Weather has been fine all summer, only of late too cool. Some nights close to frost.—Henry Kramer.

OKLAHOMA.

Wagoner, Okla., July 20.—Oats and wheat are making an average yield, red oats dominating.—O'Bannon Co., E. C. Hampton, mgr.

Tulsa, Okla., July 22.—Fall crops are in fine condition. Wheat in this section is threshing out about 20 bus., and oats, 50 bus. per acre.—Arthur & McCune, C. E. McCune.

Chicago, Ill., July 17.—Corn in western and southwestern Oklahoma has been very seriously damaged by drought and hot winds, and the yield will be very short. The crop is in fair condition in the eastern and northeastern sections of the state, but rain is needed badly. Broom corn has been damaged slightly in some sections account lack of moisture. Kafir corn, milo maize and other feed crops have also been damaged to some slight extent account dry weather thruout the entire state. Unless

rain comes the third cutting of alfalfa will be a 50% crop. General soaking rains are needed thruout the entire state for growing crops.—S. H. Johnson, freight traffic mgr., Rock Island Lines.

SOUTH DAKOTA.

Salem, S. D., July 10.—This neck of the woods has the biggest crop it ever raised. Corn is shoulder high and a good stand.—Peter Dampman.

Vermillion, S. D., July 6.—Crops are good, and we have very fine prospects for a good harvest.—O. L. Swenson, mgr., Farmers Elvtr. Co.

Woonsocket, S. D., July 20.—Old timers here say wheat looks the best they have seen it in 35 years. Oats and barley are very good. Corn looks as good or better than I have ever seen it at this time of year in the best corn country.—Reed & Monroe, H. D. Reed.

Mitchell, S. D., July 20.—Southeastern South Dakota seems to be a favored section of the country again this season. There has been ample rainfall and a continuation of moderate weather. Little report of blight in the wheat, but no black rust. Corn is a good stand and fully 2 weeks ahead of time.—Dakota Improved Seed Co.

UTAH.

Cache Junction, Utah, July 18.—We have better than an average year and the grain is of good quality.—W. H. Griffin, Jr.

WASHINGTON.

Rosalia, Wash., July 20.—Fall wheat will average about 25 bus. per acre. Spring wheat must have cool weather and some moisture; will average about 15 bus. per acre. Oats are not very good; will be scarce this year.—Rosalia Supply Co., C. C. Shipley, assistant mgr.

WISCONSIN.

Marathon, Wis., July 22.—This will be one of the best grain crops that we have had here for some years. From present estimates wheat, rye, oats, barley, corn and potatoes are showing exceptional stands. More spring wheat was sown this year than in the last 15 years. We are having good rains just now.—Dodge-Hooker Mills, Paul Rajek, mgr.

To Work for Uniform Inspection.

H. J. Besly, of the Washington office of the Bureau of Markets, is holding conferences with the grain trade at the leading markets to gain their co-operation in checking irregularities in grading by licensed inspectors. One of these conferences was held July 12 in the Board of Trade at Chicago, Supervisors Phillips and Carroll being present, with the grain committee of the Board and leading dealers in cash grain. Mr. Besly will broach the subject later at Kansas City, St. Louis, Omaha, Milwaukee, Minneapolis and Duluth, and it will be taken up at other markets.

With the limited force at its command the Department of Agriculture is able to examine and check a fraction only of the receipts at each market, and glaring irregularities might develop long before they would come under the notice of the Department. The grain receivers, however, are closely in touch, day by day, with the arrivals and know the grades assigned by the inspectors at points of shipment. They are in a position to discover when the grading out of any certain market or out of any certain elevator is getting out of line with the official standards; and, if they would do so, could advise the Department where to look for trouble.

The suggestion by the Department that local committees be named to advise the Department of irregularities that may be brot to their attention by members of the exchange.

Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

CANADA.

Winnipeg, Man.—Receipts of grain in this city during the month of June, 1918, also comparative figures covering the same period a year ago were as follows: Wheat, 4,242,175 bus.; oats, 1,228,250 bus.; barley, 188,500 bus.; flaxseed, 202,400 bus.; rye, 7,000 bus.; compared with wheat, 17,729,000 bus.; oats, 8,110,000 bus.; barley, 571,000 bus.; flaxseed, 759,000 bus.; rye, none.

ILLINOIS.

Cortland, Ill., July 18.—Harvest will start about Aug. 1.—O. L. Colton.

Chicago, Ill., July 15.—J. J. Badenoch bot the first car of new oats here, paying 72½¢, or about August price. The car was received and sold by Lamson Bros. & Co.

Chicago, Ill., July 22.—Our Mr. Joseph Wild reports on a 300-mile trip over north central Illinois, covering LaSalle, Kendall, Kane and DeKalb counties: "Much Sunday field work. Threshers plentiful. Farmers rushing oats and wheat harvest. Near Baker, Ill., wheat is threshing out 35 bus. Over big sections oats are cut and in shock."—E. W. Wagner & Co.

INDIANA.

Cowan, Ind., July 17.—Threshing just started.—S. C. Herman.

Brownsburg, Ind., July 11.—Wheat moving good; threshing about one-half done; oats about one-half cut.—Wolfgram Grain Co.

Indianapolis, Ind.—Receipts and shipments of grain at this city during the month of June, 1918, compared with June, 1917, were as follows: Receipts of wheat, 37,500 bus.; corn, 1,200,000 bus.; oats, 932,400 bus.; rye, 2,500 bus.; compared with wheat, 52,500 bus.; corn, 1,711,250 bus.; oats, 1,060,200 bus.; rye, 3,750 bus. during June, 1917. Shipments of wheat, 2,500 bus.; corn, 391,250 bus.; oats, 387,000 bus.; rye, 5,000 bus.; barley, none; compared with wheat, 12,500 bus.; corn, 595,000 bus.; oats, 630,000 bus.; rye, 2,500 bus.; barley, none, during June, 1917.

IOWA.

Brunsville, Ia., July 10.—We will be cutting early oats and wheat in a week.—Hoesse Grain Co., H. Ryan, mgr.

Sac City, Ia., July 19.—Threshing was started here today.—Independent Farmers Elvtr. Co., Earl M. Galbraith, mgr.

Wesley, Ia., July 7.—Oats in this vicinity will be harvested from the 15th to the 20th of July.—J. H. Reiber, Kunz Grain Co.

Rodney, Ia., July 12.—Wheat harvest is in full swing here now, and threshing will start about the 15th. Most of the wheat will be sold right from the machine.—A. B. Doglitt, agt., Armour Grain Co.

Des Moines, Ia., July 16.—Winter wheat and early oats harvest is completed in the southern districts and beginning along the north line. Spring wheat harvest is in full progress in the central and western districts and will begin in the north central and northeast districts about the 23d-25th. Rye harvest is completed except in the north central district. Barley harvest is completed in the southern and central districts and is in full progress in the northern districts. Oats threshing began in Van Buren county on the 12th, and in Pottawattamie county on the 13th.—Charles D. Reed, meteorologist.

KANSAS.

Linn, Kan., July 10.—Wheat and oats threshing is getting started here.—Don R. Crum.

Wichita, Kan., July 9.—Wheat is moving in full swing.—Evans-Williams Grain Co., C. E. Lindberg, sec'y.

Menlo, Kan., July 15.—Harvest is about completed and threshing will commence within a few days.—Menlo Farmers Union Co-operative Ass'n, J. S. Mahanna, mgr.

KENTUCKY.

Mt. Sterling, Ky., July 22.—Movement of grain from farmers to dealers very heavy. About two-thirds of the wheat crop has been reserved.—Monarch Mlg Co.

MINNESOTA.

Cokato, Minn., July 17.—Barley and rye cut. Wheat cutting will commence in a week.—Farmers Elvtr. Co.

Danube, Minn., July 20.—Barley is being harvested here.—Danube Farmers Elvtr. Co., H. G. Schimming, mgr.

Walnut Grove, Minn., July 10.—Oats harvest will begin in about 2 weeks. F. R. Foster, agt., Eagle Roller Mill Co.

LeSueur Center, Minn., July 13.—Rye is nearly all cut. Winter wheat and barley will be in line next week.—A. O. Radke.

Minneapolis, Minn., July 17.—Some early wheat in the southern part of Minnesota and South Dakota will be ready for cutting in about 10 days. Barley is being harvested in many places. Considerable rye has been cut.—Van Dusen Harrington Co.

MISSOURI.

Treloar, Mo., July 13.—Farmers are selling their grain very freely. Keeping us going all the time.—H. J. Buescher & Co., H. J. Buescher.

NEBRASKA.

Hendley, Neb., July 18.—Wheat harvest just completed.—Farmers Business Ass'n.

Grand Island, Neb., July 16.—New wheat is moving from all of our stations.—Highland Grain Co.

Dalton, Neb., July 20.—Harvest is on in full blast here, and threshing has started.—J. A. Miles.

Gresham, Neb., July 22.—Farmers are selling old corn quite freely.—C. E. Trump, mgr., Gresham Grain Co.

Central City, Neb., July 10.—Just commenced threshing here. No oats threshed yet.—L. E. Nugent, agt., T. B. Hord Grain Co.

Farwell, Neb., July 10.—Harvest in full force around here. Shock threshing will start in a few days.—Ignac Pawlowski, mgr., E. G. Taylor.

NEW YORK.

New York, N. Y.—Receipts and shipments of grain in this city during June, 1918, compared with June, 1917, were as follows: Receipts of wheat, 117,600 bus.; corn, 1,041,600 bus.; oats, 2,254,000 bus.;

rye, 177,500 bus.; barley, 1,043,801 bus.; compared with wheat, 18,021,400 bus.; corn, 873,600 bus.; oats, 5,108,000 bus.; rye, 192,500 bus.; barley, 859,550 bus., during June, 1917. Shipments of wheat, 484,137 bus.; corn, 1,352,856 bus.; oats, 1,489,203 bus.; rye, 19,797 bus.; barley, 594,456 bus.; compared with wheat, 13,959,214 bus.; corn, 338,055 bus.; oats, 2,609,508 bus.; rye, 368,682 bus.; barley, 107,851 bus. during June, 1917.

NORTH DAKOTA.

Oakes, N. D., July 22.—Barley and rye is being harvested.—M. O. Jacobs.

Kindred, N. D., July 22.—Rye and barley harvest in in full swing.—Kindred Farmers Elvtr. Co.

OHIO.

Maria Stein, O., July 10.—Wheat mostly cut.—Henry Kramer.

Amanda, O., July 13.—Wheat moving. Cars scarce and not equal to demand.—Huston & Swope Co.

Ingomar, O., July 10.—We are taking in wheat. Farmers are not very free sellers, hoping there may be an advance in price.—O. Klepinger.

OKLAHOMA.

Tulsa, Okla., July 22.—Wheat and oats are moving freely at this point.—Arthur & McCune, C. E. McCune.

Wagoner, Okla., July 20.—The movement of grain is under great headway.—O'Bannon Co., E. C. Hampton, mgr.

PENNSYLVANIA.

Philadelphia, Pa.—Receipts and shipments of grain at this city during the month of June, 1918, compared with June, 1917, were as follows: Receipts of wheat, 26,559 bus.; corn, 698,451 bus.; oats, 856,650 bus.; rye, 43,929 bus.; barley, 30,000 bus.; compared with wheat, 5,711,621 bus.; corn, 287,770 bus.; oats, 1,572,081 bus.; rye, 94,021 bus.; barley, 4,093 bus. during June, 1917. Shipments of wheat, 90,887 bus.; corn, 634,030 bus.; oats, 1,685,506 bus.; rye, none; barley, none; compared with wheat, 5,135,693 bus.; corn, 316,969 bus.; oats, 1,390,723 bus.; rye, 98,812 bus.; barley, none, during June, 1917.

SOUTH DAKOTA.

Woonsocket, S. D., July 20.—Oats and barley cutting is just started.—Reed & Monroe, H. D. Reed.

Salem, S. D., July 10.—Harvest in barley is on, and the oats and wheat will start next week.—Peter Dampman.

Mitchell, S. D., July 20.—Harvest of small grain is progressing nicely under very favorable conditions.—Dakota Improved Seed Co.

UTAH.

Cache Junction, Utah, July 18.—The harvest is on and every effort is being made to gather the grain.—W. H. Griffin, Jr.

Exports of Grain Weekly.

	Wheat		Corn		Oats	
	1916-7.	1915-6.	1916-7.	1915-6.	1916-7.	1915-6.
July 1 to June 30...	281,130,000	\$59,355,000	61,662,000	\$6,620,879	119,166,000	113,876,000
Tot. July 1 to Dec. 29...	29,900,000	153,967,000	11,239,000	22,912,000	76,409,000	61,410,000
Jan. 5.....	2,191,000	6,064,000	177,000	580,000	1,966,000	1,492,000
Jan. 12.....	1,805,000	4,930,000	1,000	1,771,000	2,134,000	1,656,000
Jan. 19.....	2,109,000	4,891,000	175,000	1,091,000	1,728,000	3,222,000
Jan. 26.....	1,683,000	5,383,000	37,000	1,556,000	795,000	1,838,000
Feb. 2.....	1,568,000	5,511,000	10,000	881,000	1,708,000	1,960,000
Feb. 9.....	1,037,000	4,375,000	514,000	1,343,000	1,605,000	1,334,000
Feb. 16.....	950,000	4,753,000	353,000	1,712,000	1,350,000	2,705,000
Feb. 23.....	675,000	4,122,000	108,000	1,321,000	1,449,000	1,779,000
Mar. 2.....	1,232,000	4,703,000	93,000	1,500,000	1,812,000	2,661,000
Mar. 9.....	1,172,000	4,679,000	1,540,000	968,000	2,917,000
Mar. 16.....	884,000	3,538,000	891,000	1,934,000	1,706,000	1,615,000
Mar. 23.....	855,000	4,387,000	1,036,000	1,602,000	2,410,000	1,839,000
Mar. 30.....	1,157,000	2,803,000	1,421,000	1,727,000	1,309,000	711,000
Apr. 6.....	1,251,000	2,941,000	1,218,000	1,480,000	1,059,000	2,880,000
Apr. 13.....	994,000	4,130,000	2,109,000	1,300,000	3,364,000	2,582,000
Apr. 20.....	910,000	5,387,000	547,000	971,000	3,327,000	2,323,000
Apr. 27.....	1,278,000	4,194,000	955,000	798,000	3,551,000	557,000
May 4.....	719,000	4,927,000	705,000	719,000	2,750,000	1,212,000
May 11.....	1,450,000	3,700,000	1,493,000	1,262,000	3,430,000	1,027,000
May 18.....	1,027,000	3,274,000	1,490,000	1,102,000	3,379,000	1,578,000
May 25.....	588,000	4,273,000	1,122,000	292,000	2,944,000	2,135,000
June 1.....	493,000	4,460,000	1,469,000	433,000	2,340,000	4,357,000
June 8.....	820,000	10,817,000	2,279,000	743,000	1,422,000	4,067,000
June 15.....	435,000	8,098,000	1,221,000	533,000	2,784,000	2,712,000
June 22.....	340,000	5,721,000	1,566,000	535,000	3,226,000	2,865,000
June 29.....	324,000	5,373,000	937,000	336,000	1,573,000	4,725,000
July 6.....	539,000	4,399,000	910,000	420,000	2,187,000	4,799,000
July 13.....	382,000	8,107,000	731,000	927,000	1,841,000	2,351,000
July 20.....	144,000	4,964,000	571,000	936,000	2,482,000	3,800,000
Totals	119,119,000	300,871,000	35,438,000	54,357,000	139,008,000	131,110,000

1918 Plan of Wheat Control.

The Cereal Division of the U. S. Food Administration on July 16 announced the following as the plan for control of the price of wheat for 1918-19:

The Food Administration Grain Corporation will buy on the fair-price basis at the principal primary markets as named. [Published in the Journal July 10, page 49.]

The Food Administration Grain Corporation will buy warehouse receipts in approved elevators at the principal primary markets. In the intermountain territory, where there are no public storage facilities available, an adjustment will be made to make effective the \$2 minimum for the No. 1 grade f. o. b. outgoing car, available for transportation to a public terminal elevator. The intermountain region comprises southern Idaho, western Montana, western Wyoming, Nevada, Utah, western Colorado, New Mexico and Arizona.

Open Market.—At all these principal primary markets there is an open market where all classes of buyers are well represented, and the producer and the consumer will be amply protected through the competitive activities of the several in-

terests, the Food Administration Grain Corporation being prepared to buy and protect the "fair price" basis.

As the miller is restricted to a "fair price" basis for his flour, he can not pay more for wheat than the expense of milling and a reasonable profit will allow.

The farmer can protect himself by the study of the primary prices, deducting intermediate charges, or he can ship to the Food Administration Grain Corporation, or he may ship to a commission merchant at a terminal market and through him secure the benefit of competitive buying.

There is nothing in the "1918 plan" which prevents a buyer at point of origin from placing his own grade upon the wheat which he purchases. If by the buyer's act the grade is raised, it is equivalent to an increase in the price. If the buyer lowers the grade, the producer or dealer's protection is to ship to the Food Administration Grain Corporation.

Marketing Direct to Grain Corporation.—Producers or dealers have the right to bill cars of wheat direct to the Food Administration grain corporation at any of the principal primary markets named above. When the wheat is unloaded in the elevator and weight and grade returns are made to the Food Administration grain corporation remittance will be made on the basis of weight and grades so reported, and on the basis of the Government price less 1 per cent administration charge for the service.

The Government does not discriminate between shippers in matters of transportation.

Traffic Bureau.—The Food Administration maintains a traffic bureau for the purpose of assisting shippers of grain and flour in securing their car supply and also in expediting the movement of shipments to destination. Application for assistance can be made to Food Administration Grain Corporation offices in each primary market.

Country elevators and buyers are entitled to receive fair compensation for their services in the handling and marketing of wheat, and the charges for such service are necessarily a deduction from the terminal price of wheat. These charges or margins are well established by custom and vary in different sections of the country according to local conditions.

Insurance.—The Government carries no insurance on the property which it owns. It does, however, require that the elevator operators shall exercise due diligence in protecting grain stored in their warehouses from ordinary hazards. Owners of grain stored in warehouses or elevators should therefore protect their grain so stored which has not been delivered to or paid for by the Food Administration Grain Corporation.

Inspection.—Shippers to any of the primary markets should insist that their grain be inspected and graded by inspectors licensed by the Secretary of Agriculture.

Producers and dealers, in shipping grain to said primary markets, should advise their commission man to see that their grain is correctly inspected and graded, and that if in his judgment the grain has been improperly graded, an appeal should be taken to the Federal Supervisor.

It is the policy of the Food Administration and of its agents and representatives to work in entire harmony with the Department of Agriculture in maintaining the integrity of grades named and defined by them under the grain standards act, in order that the producer, the consumer, and all interests handling grain may be properly protected.

The producer or dealer should always keep in mind that if he is not satisfied with the prices paid by individual buyers

or with the grading of wheat, his protection lies in his being able to ship to the Food Administration Grain Corporation at the various terminal markets named above.

Flour Milling Profit Control.

The plan for the profit control of flour milling for the 1918 crop is formulated on the basis of naming a maximum "fair price" at which any miller may sell flour and feed. This maximum "fair price" is based upon a reasonable allowance, above the fair price for basic wheat, for handling, milling and marketing expenses, freight charges on products, and profit. It is anticipated that competition will eventually reflect reductions from these prices.

A temporary plan has been published along these lines, which will be supplemented in the near future by the naming of detailed maximum prices, at which it will be considered fair for each mill of the country to sell its flour and feed. This plan, as soon as completed, will be given general publicity.

The "1918-19 plan of control" and this statement have been prepared with the approval of the Agricultural Advisory Com'te and with its co-operation.

Grain Dealer's Son an Aviator.

The youngest flyer ever commissioned at the Chanute Field, Rantoul, Ill., is Lieutenant Henry M. Paynter, the son of H. M. Paynter, who is a member of



Lieut. Henry M. Paynter, U. S. Army.

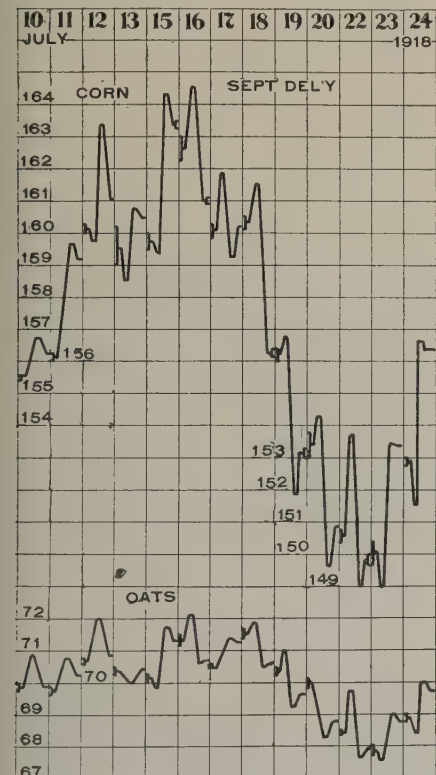
the Chicago Board of Trade and a grain commission merchant.

Lieut. Paynter, whose portrait is reproduced herewith, was 19 years of age on the day following the receipt of his commission, but despite his youth he has made remarkable progress while receiving flying instructions at Chanute. He left high school at the age of 17 to join the signal reserve corps and has had his mind set on a pilot's commission ever since. That he is made of the right kind of stuff is evidenced by the fact of his having won the post he now occupies thru his own efforts.

FOR OVERCHARGING 2½¢ a pound for wheat flour the Husler Mfg. & Elvtr. Co., of Salt Lake City, Utah, was recently ordered closed for one week and was fined \$1,000, to be paid to the local chapter of the Red Cross. It is said that the company sold as barley flour a product which was essentially wheat flour, thus obtaining the barley flour price for wheat flour which, because of regulated prices, was worth considerably less.

Chicago Futures

Opening, high, low and close on corn and oats for September delivery at Chicago for two weeks past are given on the chart herewith:



Daily Closing Prices.

The daily closing prices of oats and corn for September delivery at the following markets for the past two weeks have been as follows:

SEPTEMBER OATS.

	July 10	July 11	July 12	July 13	July 14	July 15	July 16	July 17	July 18	July 19	July 20	July 21	July 22	July 23	July 24
Chicago	69½	70¼	70¾	70¾	71¼	70¾	70¾	71¼	70¾	68¾	68¾	67½	68¾	69¾	69¾
Minneapolis ..	68¾	69¾	69¾	69¾	69¾	70¾	69¾	70¾	69¾	68¾	67½	66	67	68	68
St. Louis	70¾	70¾	71¼	71¼	71¼	71¼	71¼	71¼	70¾	69¾	68½	69¼	69¼	70	70
Kansas City ..	70	70¼	71¼	70¾	71¼	71¼	71¼	71¼	70¾	69¾	68¾	68¾	69¾	70¾	70¾
Milwaukee	70	70¼	70¾	70¾	71¼	71¼	70¾	71¼	70¾	69¼	68¾	68	68¾	69¾	69¾
Winnipeg*	82¾	83½	82¾	83	83¾	83¾	84¾	84¾	84¾	82½	81¾	80¾	81¾	84	84

SEPTEMBER CORN.

	July 10	July 11	July 12	July 13	July 14	July 15	July 16	July 17	July 18	July 19	July 20	July 21	July 22	July 23	July 24
Chicago	156¼	159¼	161	160¾	163¼	161	160¼	156¼	153¾	151¾	149¾	153¼	156¼	156¼	156¼
St. Louis	157½	159¾	161¾	161¾	164¾	162	161½	156¾	153¾	153¼	150¾	153¾	156¼	156¼	156¼
Kansas City ..	157¼	160¼	162¾	161¾	164	162	160¾	156¾	154¾	153¾	151¾	153¾	156¼	156¼	156¼
Milwaukee	156¼	159¾	161¾	160¾	163¼	161½	160¼	156¾	153¾	152	149¾	153¾	156¼	156¼	156¼

*October.

The New Wheat Grades.

The new standards for grading wheat and corn became effective July 15, and must now be applied to all interstate shipments of those grains sold on grade. The grades were published in full in the Journal for April 25, pages 648-649. Five grades are provided for wheat and six for corn, with the provision that a shipment of either grain which is not good enough to comply with the requirements of one of the numerical grades or having certain other objectionable features shall be graded as sample.

According to the statements of inspection and sampling authorities and representative receivers at Chicago there have been few complaints on the application of the new grades to the new wheat which has moved up to this time. Perhaps one reason for this may be found in the statement of one broker that nobody ever saw such an excellent crop of winter wheat as that which has just begun to move; but undoubtedly it is equally true that the new grades are of themselves more satisfactory than were the rules which they displaced. In order to merit a place within the higher grades the sample is not required to show as high a test weight as under the old rules, while the standards are more lenient in other important respects.

THE MATTER OF DOCKAGE was the cause of many of the complaints of last year. There has been practically no dockage on shipments of new wheat, due to the fact that the grain is of such excellent condition and that the present rules do not take cognizance of less than a full percentum, disregarding all fractions. The effect of this change is to permit wheat containing 5/10 of 1%, or even 9/10 of 1%, of foreign material to be handled without the assessment of dockage, whereas under the previous rules such wheat would have been subject to dockage. There has been some objection to this rule on the part of some handlers, who claim that they cannot handle wheat thru an elevator without causing it to take on some foreign material; and that they are sometimes forced to stand the assessment of 1% more dockage upon loading the grain out of their house than it showed when it was received. This claim is based on the statement that often they receive wheat showing only 8/10 to 1% of foreign material, and thus not subject to dockage; but that when the same wheat is shipped from the elevator after having been handled only once or twice it will show 1.2% foreign material and be subjected to a dock of 1%.

Perhaps it would have been impossible to have chosen a better time or a better crop of wheat on which to start any new set of grades, but there is a disposition on the part of inspection officials to give full credit to country shippers and to the grain trade in general for the efforts that have been made to comply fully with the requirements of the act and to make use of those provisions of the standards which make for more satisfactory results at all points. Shippers learned by bitter experience on the last crop that it is the part of wisdom to exercise caution in loading grain so that the shipment will be practically uniform in quality thruout, and it is safe to assume that advantage is being taken of the lessons.

THE SHIPPER can still gain much by cleaning the grain properly before making shipment, keeping whatever

dockage there may be for home consumption. It is worth more on the farm than at any other place, and the country elevator which includes an attrition mill among its equipment can put the dockage in the best of condition for use as feed.

It will be necessary for each dealer to decide for himself as to the method of settlement for dockage which he will adopt, but whether he pays for the dockage or gets it free it is his plain duty to remove it from the grain before making shipment. Some dealers determine the percentage of dockage and deduct a sufficient amount of weight to compensate for the foreign material, some making no payment for the dockage and others paying for it at a price agreed upon between themselves and the farmer. Others clean the wheat immediately and return the dockage to the farmer, letting him haul it home. Each dealer must be guided somewhat by local conditions and customs in deciding upon the method he will adopt.

Still another duty that devolves upon the country shipper is to make a determination of grade upon each car just as soon as it is loaded. This he can do quite easily by equipping himself to make the necessary separations and analyses to permit of the application of the standards in effect. If he does this work carefully and correctly there should be no difference between the grade which he places upon the grain and that placed upon it by the inspector in the terminal market. He can, however, instruct his commission man or the firm to whom he sells it to take the necessary steps to guard his interests if it fails to

grade as he thinks it should. This action will, in most cases, take the nature of an appeal to the federal supervisor, and it will give the shipper of the grain the benefit of a review of the grading of his grain by the supervisor's office.

Not only will this guard against the probability of error in grading on the part of the licensed inspector, but it also will enable the shipper to check his own determination of the grade. The effect of this cannot be otherwise than beneficial, for it is inevitable that the dealer who knows and applies the grades properly will receive the most satisfactory results from his business.

Shippers in any territory where both winter and spring wheat has been grown will need to keep the different classes separate lest their grain be graded as mixed and the price discounted accordingly. One buyer at Chicago stated that he has refused to take any mixed wheat up to this time, but that if he were to do so he would discount it 2c per bushel or more, according to its grade and other factors.

The opinion seems to be quite general that there has been nothing but satisfaction with the new grades on winter wheat thus far, and it is hoped that the same may be true with regard to spring wheat when it begins to move in volume. If the quality of the spring wheat crop is as good as that of the winter variety there will be little cause for complaint on the matter of grading. As one inspector put it, "Nobody kicks because very little of the wheat falls below No. 2, while much of it grades No. 1. No man in the trade ever saw so much No. 1 wheat before."



A.—Stacks of Bagged Grain near Docks at Buenos Aires, Warehouses in Background.
B.—Loading Flaxseed from Cars to Boat at Buenos Aires, Argentina. [See Facing Page.]

Wasteful Handling Methods in Argentine.

It cannot always be stated with accuracy that a method of doing things which proves economical or wasteful in one portion of the world will work out in exactly the same manner in every other land, but one practice which registers wastefulness wherever tried is that of handling grain in bags. This has ever been true since bulk handling methods and elevators reached their present development, and it is still more forceful now that bags are so expensive and so difficult to obtain. Whatever else may enter into consideration, it is almost impossible to handle grain economically in bags at present prices.

No better illustration of the results of the wasteful bag handling practice could be found than that contained in the photographs reproduced herewith, together with the explanations made in connection with them by J. W. Perrigo, of the John S. Metcalf Co., who made the pictures in Buenos Aires, Argentine, during January of the present year.

Photograph "A" would be misleading to one acquainted with elevators as we in America know them. The buildings in the background, altho resembling elevators in appearance, may be called such only by courtesy. In reality they are warehouses for the storage of bagged grain, each warehouse being fitted with a cupola for the accommodation of a single small elevator leg which is used for elevating grain that is spilled from the bags, or that for some other reason becomes bulked; and the few bins are used for storing this grain until it may be sacked. Altho erected at a large tide-water port, these houses would hardly compare favorably with our country elevators.

The stacks of bagged wheat and the men in the foreground tell plainly of the handling methods which are followed in that country. And it also gives an idea of the tremendous amount of work involved in handling grain in this way. Four men are engaged within the car, bringing the bags to the door and passing it to the carriers, or porters, of whom there are 4; one man repairs sacks; there is one sampler; one checker; and four other men watching. That makes a total of 15 men required in the car and on the ground. The porters carry the bags from the car to the inclined elevator which lifts them to the top of the pile, and here there are 8 men who carry and

place the bags. Each bag contains about 130 lbs. of wheat, and a check made by Mr. Perrigo showed that 9 bags were carried each minute. That would make about 19½ bus. per minute, or 1,170 bus. per hour, handled by the 23 men. Not at all a favorable comparison with an up-to-date port elevator in the United States.

In photograph "A" the tarpaulin which is spread on the ground between the car and the pile is placed there for the purpose of catching grain that may escape from the bags. Much of this is caused by the sampling methods. The sampler uses a probe that leaves a hole almost 1½ inch in diameter in the bag wall, and it is inevitable that much grain will be lost thru this hole.

Photograph "B" shows the transfer of bags of flax from cars to a sailing vessel lying at the docks. Here, again, the tarpaulin is in evidence on the ground. The channel in the harbor is 21 to 27 feet deep.

In photograph "C" men are shown engaged in transferring corn from a car to a boat. The bags are weighed on two platform scales, one of which can be seen near the car. Ten bags are placed on each scale at a time, there being 13 men occupied at the work. These are divided as follows: 3 men in car; 1 loading scale; 2 lifting from scale to porters' backs; 5 porters; 1 weigher; and 1 sampler.

Archaic as these methods are, it is by this system that all of the grain coming out of Argentine is handled. Agricultural procedure has not failed to keep more closely in step with the spirit of modern progress, else the country could not produce the volume of grain which it does each year; but after the grain is harvested and threshed by up-to-date machinery on the farm it enters into commerce along a way that is inefficient and wasteful in the extreme. No one knows just how much Argentine grain has been lost thru wasteful handling, but the quantity is great each year. Well designed and properly built bulk handling elevators would eliminate practically all of this waste, expedite the work and minimize the cost of handling.

The freight car in photograph "C" is standing in front of the site of the reinforced concrete elevator which will be built by the John S. Metcalf Co. for the Pampa Grain Co., Ltd., and when this plant is completed it will mark a turning point in the grain handling methods of the Argentine.

Cleveland Meeting of Hay Dealers.

The 25th annual meeting of the National Hay Ass'n was called to order at Cleveland, O., July 9, by Pres. Robt. B. Clark.

Rev. A. B. Meldrum invoked divine guidance; and all joined in singing "America."

E. M. Wasmuth, of Huntington, Ind., on behalf of the Ass'n, responded to addresses of welcome by the mayor and Col. Herrick.

Geo. S. Bridge, of the Army Quartermaster's Forage Branch, delivered an address which was published in full in the Journal July 10, pages 57 and 58.

Sec'y J. Vining Taylor of Winchester, Ind., said, "We are pleased to report the following markets adopting our grades in full during the past year: St. Louis, St. Joseph, Cincinnati, and Unadilla, N. Y. Also the approval of inspectors as follows: Henry E. Schulte and John T. Rogan, St. Louis; W. O. Awalt, St. Joseph; J. R. Bond, Norfolk; C. L. Gregory and W. F. Green, Richmond, Va.; J. C. Pederson, Omaha; M. J. Kendrick, Birmingham, Ala.; and Geo. D. Frear, Unadilla, N. Y. Never in one year before have we approved half as many inspectors, which goes to prove the reliability of our standards."

He read the following financial statement:

Balance on hand July 1, 1917... \$ 6,490.19
Receipts from all sources, 1917-18 13,408.93

Total \$19,899.12
Total disbursed 12,366.31

Balance on hand July 1, 1918.. \$ 7,533.81
Liberty bonds' (amount invested) 2,000.00

Total \$ 9,533.81

The com'te on resolutions, composed of B. A. Dean, Auburn, N. Y.; Tracy J. Hubbard, H. A. Bascom, Alfred Gowlings and S. W. Phillips, reported the following resolutions, which were adopted:

Resolutions.

Scale Weights of Hay.
RESOLVED, That this Ass'n endorse a rule suggested by United States Food Administrator G. A. Chapman of Washington, D. C., as follows: "A licensee shall not sell directly or indirectly any variety of baled hay upon any basis other than scale weights, nor shall a premium be charged by such licensee for baled hay for domestic consumption of greater or lesser weight per bale than that weight which ordinarily and customarily prevails under normal conditions in the locality in which the licensee's business is conducted."

The War.

There has come upon the world in a most astounding manner a condition unprecedented and never contemplated by men. Communities and even nations have been devastated with a ruthlessness unknown to savagery or ever recorded in history. Every liberty loving and peacefully inclined nation has been drawn into the conflict, either for self-protection or to help the unfortunate. Our country, inspired by the principles that gave it birth, is contending for them and the peace we have treasured, sending across the seas the strength of its youthful manhood and pouring out its treasure and it demands of business men a change in their business and a dedication of their services whenever expedient; therefore, be it

RESOLVED, That the National Hay Ass'n offer to the Government its services in such manner as they may be made effective, and the Board of Directors is hereby directed to make this tender to the Government in a way most fitting to the occasion.

Votes for Patriots.

The most important, in fact, the all absorbing question of our best thought is the winning of the world war by fighting it to a victorious conclusion. Every hearthstone in this broad land of ours already has or will have a representative fighting to uphold our National honor. We who do not go can materially assist by making a resolve that we will by our voice, influence and vote refuse to support for any office, great or small, one who is not wholly and enthusiastically back of our beloved Country in the giant struggle she is waging. No pacifist or hyphenated



C.—Unloading and Weighing Bagged Corn at Docks, Buenos Aires, Argentina.

American has any right in any office at this time; therefore, be it
RESOLVED, That this ass'n should and does hereby promise to give its votes as our sons are offering their lives on the Nation's altar.

Tri-State Shippers Meet.

Country grain shippers from Minnesota and North and South Dakota held a meeting at Minneapolis July 9 to 11 and listened to good addresses by the president of the Minneapolis Chamber of Commerce and officials of the food administration and the department of agriculture.

The old officers were re-elected, A. E. Anderson of Cottonwood, Minn., pres., and J. H. Adams, of Minneapolis, sec'y; with vice presidents, W. M. Jones, Grand Forks, N. D.; Otto Nelson, Hills, Minn., and J. G. Brady, Aberdeen, S. D. New directors elected were R. E. Jones, Wabasha, Minn.; A. H. Betts, Mitchell, S. D.; G. Gunderson, Mohall, N. D.; J. A. Rickert, Sisseton, S. D., and B. P. St. John, Worthington, Minn.

C. A. Magnuson, pres. of the Chamber of Commerce, delivered an address on "The Importance of All Branches of the Grain Trade to One Another," from which we take the following:

Importance of All Branches of the Grain Trade.

If the country elevator is put out of business for some reason or other, thru some calamity or other, or some law or other, or some inefficiency, the grain business will not function. If the terminal elevator is put out of commission, the country grain dealer will immediately feel the effects of it. If the miller, the same thing would occur. If the shipper or the scaler, the same calamity would be true of the grain business as a whole, because it would be crippled.

The grain business has been crippled since future markets have been taken out of existence on wheat. I am not criticising the act because of the condition, but it has been crippled just the same, so that I say that the grain business as a whole is important, and that no branch of the grain business can be eliminated without injury to the other branches.

The commission man is necessary. It would be in a way a calamity to do away with the commission business. It has largely contributed to the welfare of the country elevator man by assuming financial obligations and effectively performing a duty. It has made itself useful to the country by obtaining the best possible results for its customers. My own idea is that the commission merchants can do nothing to injure the line elevator man that would not injure at the same time the private shipper and the farmer elevator man, from whom they get their business.

Competition at country points and competition at terminals is so keen that it behooves every member engaged in the trade to get the limit as to the price of his commodity in order to successfully compete with his neighbor. Therefore the commission men are as strongly competitive between each other as the country dealers are between each other, and it all tends toward a healthy growth, just the same as any other exercise would contribute to the growth of the faculty or the member that had sufficient exercise.

It has in the past, possibly not so much in the past few years, but before that, been the idea of some that they wanted to get into the grain business, and if they could not buy an elevator at a station for a wreckage price, they threatened to build. Thereby the elevator capacity in the country, and possibly at the terminals, has been largely over-done.

Margin 9 Cents.—I should say that where the original margin used to be about 5 cents a bushel, that it would be necessary to have a margin of at least 9 cents a bushel now, because your insurance is practically double, your interest is double what it would be under a price of \$1 a bushel, and I believe there is not a man here who is endowed with ordinary intelligence, if he gives it a little study, but what knows that the things I have said are facts and not exaggerations.

Frank L. Carey, of Minneapolis, vice

pres. of the Food Administration Grain Corporation, spoke on the "Rules and Regulations," saying:

The Government Regulations.

We expect a big wheat crop, from 800,000,000 to 1,000,000,000 bus. is our assumption, and our aim is to set aside from this yield a reserve of from 100,000,000 to 300,000,000 bus. so that we may be prepared to serve our Allies in case of a short crop in 1919.

Our transportation plan contemplates dividing the country up and down at about Great Falls, and shipping west and east from that line, western shipments to go down the coast, through the Panama Canal and to Europe.

We have just put in the mails letters to all country elevators asking waivers of two clauses in the contracts made with the grain corporation. One gives the corporation the right to direct shipments from stations and the other binds the corporation to pay a storage cost while grain is held at station awaiting directions to ship.

There is every reason to look forward to big improvement. In the Northwest the railroads are nearly back to normal. We are moving trainloads of flour to the East in 7 days as compared with 14 days in previous times.

A. C. Loring, chief of the Northwestern Milling Division, talked on the attitude of the millers toward the regulations of the past year.

Mr. Carpenter, a Canadian soldier who had returned from France, made an able appeal on behalf of the Red Cross.

A resolution was adopted favoring the restoration of the 'hedging market in wheat futures.

Good Meeting at St. Joseph.

The joint meeting of grain dealers of Kansas and Missouri held at St. Joseph, Mo., July 2 was thoroly enjoyed by the more than 200 dealers from the beginning with a chicken dinner at 6:30 p. m., thru the social hour, business session and open discussion at the Casino.

The dealers were the guests of the St. Joseph Grain Exchange, and President A. J. Brunswick of St. Joseph acted as toastmaster.

C. D. Morris made an address on the transformation of our democracy into an autocracy, temporarily, to win the war, and emphasized the necessity of getting back to democracy.

D. F. Piazek, vice pres. of the Food Administration Grain Corporation, Kansas City, Mo., made the leading speech, and answered questions on the food control regulations. He said the Kansas City office had handled 104,000,000 bus. of wheat at a cost of between \$63,000 and \$65,000.

E. J. Smiley, of Topeka, sec'y of the Kansas Grain Dealers Ass'n, suggested that to determine dockage a sample be taken of every load delivered by a farmer and that one final test be made on the lot.

The Miller's Profits.

The Food Administration has made public the measures taken earlier in the season to prevent profiteering in the flour milling industry. The millers, under the original regulations were allowed a maximum gross profit of 25 cents a barrel, based on their annual business. As some differences of opinion had arisen between the millers and the Food Administration as to the basis upon which profits were to be calculated, the question was referred to a committee.

The chief differences revolve upon whether the millers should include excess profits taxes as a part of their expenses. Based on the decision which was sent out to the millers neither excess profits tax nor income taxes should be recognized as items of expense for the purposes of the mills' accounting.

Our Railroad Problem.

[A series of four articles dealing with transportation by W. M. Hopkins, Traffic Specialist and Commerce Attorney.]

ARTICLE II.—SECOND ERA.

GOVERNMENTAL REGULATION AND CONTROL.—In our first article we considered railroad operations under private ownership without Governmental regulation or control and found that that condition led to so many abuses that the situation became intolerable and finally in 1887 the Interstate Act to Regulate Commerce was passed in an attempt to regulate and control railways through an administrative commission. Similar statutes were subsequently enacted by most of the States, modeled more or less on the Interstate Act, so that the railroads since 1887 have been subject to regulation and control to a greater or less extent as to both interstate and intrastate commerce.

Pursuant to the Federal Act of 1887 a commission of five men was appointed to administer the statute. Primarily the Act was aimed at unjust discrimination in rates—that is, the rebate evil, a device whereby the big shipper secured low rates and the little shipper paid the tariff rates. Another evil that was sought to be corrected was the railroads practice of quoting rates without any published tariffs or to distribute special published tariffs of low rates to a few favorite shippers while other higher published rates were charged other shippers, and other discriminatory practices were sought to be eliminated.

THE FIRST EFFECT of the law was temporarily to suspend rebating. A check of rates was made by the railroads and tariffs were published generally on a basis considerably higher than the charges that had been made secretly and for a time these published rates were uniformly charged, collected and retained by the railroads; but it was shortly discovered that the law was fatally defective in that it contained no provision under which the Interstate Commerce Commission could enforce its decisions. It might and did as a matter of fact issue orders but such orders were not binding upon the railroads. Thus the Commission was reduced to a sort of arbitration board without power to enforce its opinions and orders or impose any penalty for failure of the railroads to comply therewith. As soon as this was discovered the railroads returned to their old practices of rebating and preferential service. Their political control was stronger than ever and the law was wholly ineffective except as to its provision providing for the publication and posting of tariffs which, however, had no meaning in fact, because they were not applied to all shippers alike. This condition continued for nearly twenty years. The railroads contended that the Government had no right to exercise any regulation or control over them at all and altho our best constitutional lawyers declared that position to be unsound and contrary to the commerce clause of the constitution, nevertheless, the railroads were politically strong enough to prevent any legislation looking to the strengthening of the statute during this period.

Finally, public sentiment crystallized in a demand for some remedial legislation and in 1906 the law was amended in certain important particulars whereby the Commission was empowered to enforce through the Courts their opinions and orders and penalties provided for disobedience. The thing primarily aimed at—namely, the elimination of the rebate

evil, was then accomplished. Subsequently there have been other amendments from time to time made to the Act so that at the present time the Interstate Commerce Commission is vested with power to fix and determine a reasonable maximum rate and has authority over all rules, regulations and practices affecting rates. It has power to prescribe safety appliances in the operation of trains, but it is very far from having authority of regulation and control over the most important operation of railroads, namely, that of service.

THE PRIMARY AND LAWFUL DUTY of a railroad is to transport with reasonable despatch, but the Act contains no provision under which the Commission can determine what is reasonable despatch under all the circumstances and conditions of a particular case. It has no power under the Act to control the physical operations of railroads. This we regard as a fatal defect because service is manifestly of greater importance to a shipper than the charge assessed for such service.

Of what value to a shipper is a low rate if he can get no cars in which to ship or his freight is not moved promptly after it is loaded? He has no redress for inefficient service except by suit for damages in a Court of law.

THE ACT IS ALSO DEFECTIVE in not conferring power upon the Commission in other matters necessary for adequate regulation and control of the railroads. It has no power to require unity of operation in the common use of cars or consolidating terminals to increase operating efficiency and reduce operating costs. It has no power over the expenditures of these public agencies. Vast sums have been wasted in reckless mismanagement. Properties have been bought by directors and resold to their own companies at exorbitant profits and the Commission has been powerless to prevent these abuses. The Commission can exercise no supervision over the issuance of securities.

These facts should be borne in mind by those who are inclined to criticise the work of the Commission and its failure to accomplish greater results towards efficient transportation service. Moreover, it should also be borne in mind that when the Commission was finally vested with power of regulation and control over rates, rules and practices in 1906, it was confronted with a tremendous task in its effort to bring about some semblance of order out of the chaos that existed. Rates and classifications had always been made to suit the commercial necessities and interest of some particular shipper without relation to the interests of shippers of the same commodity in other parts of the country nor were the rates in any wise correlated or based upon the service to be performed. Each railroad marketed its services according to its individual interest and as suited itself regardless of the effect on other railroads or the shipping public. The thousands of decisions handed down by the Commission in its effort to untangle these rate jumbles made without rhyme or reason are the best evidence of the great task imposed on it.

I think it is fair to say that the Commission brought to its work a high degree of intelligence, unremitting effort and is to be commended on the results accomplished, both on behalf of the railroads themselves and of the shippers, in bringing about rate arrangements more fairly related as to the rates themselves and service than ever before existed or was ever thought possible.

THE CRITICISM DIRECTED by the railroads against the Commission have been mainly because of its failure to grant higher rates, but is this criticism well founded? The railroads presented facts before the Commission and upon those facts the Commission decided that railroads were or were not entitled to higher rates, at the same time pointing out that many economies of operation were neglected by the railroads of which they might avail themselves, thereby greatly reducing their operating costs. But these things the railroads could not or at least did not do.

Their failure, however, to avail themselves of the opportunities for more economical operations cannot be charged to the Commission or urged as a cogent reason why the Commission should have granted higher rates when the facts of record led them to an adverse conclusion. As a matter of fact, material advances in rates have been granted to the railroads by the Commission at various times, but these advances have in no wise satisfied the railroads who since 1910 have continuously clamored for higher rates without making any effort to help themselves in the important particular of reducing operating costs.

This brief review brings us up to the time when the railroads were taken over by the Government as a war measure to be operated for the period of the war.

The lessons we learn from the second era of railway operation under partial Governmental regulation and control are:

FIRST: That the various regulating Acts were of the greatest benefit to the railroads, and to the public in respect to matters over which the various administrative bodies were vested with full power and control.

SECOND: That failure to bring about efficient service at reasonable rates resulted from defects in the regulating Acts in that they did not vest the administrative bodies with sufficient authority over all the activities of the railroads to accomplish those results.

WAR ORDERS are giving some elevators a big job of sacking grain. One Buffalo elevator has been busy a long time putting 65 carloads of oats into bags containing 5 bus. each to go to army posts.

F. A. Derby in Army Y. M. C. A. Work.

F. A. Derby, who has been active in the work of the Kansas Grain Dealers Ass'n and served a term as pres. of the Ass'n, will go into the army activities of the Young Men's Christian Ass'n about Sept. 1.

Mr. Derby is well qualified to fill almost any position and will reflect credit upon the grain trade in his new connection. The best wishes of the grain dealers of the Southwest go with him.

The business of the Derby Grain Co., at Topeka, of which he is pres., will be conducted in his absence by Mr. Grubb and Mr. Parker.

Our Callers

J. F. Code, Bradford, Ill.
O. L. Colton, Cortland, Ill.
C. B. Riley, sec'y, Indiana Grain Dealers Ass'n.
J. A. Henebry, mgr., Plainfield Grain Co., Plainfield, Ill.

War Affecting the Grain Trade.

FRANCE abolished meatless days July 20.

THE WASHINGTON authorities have ruled that millers can not include excess profits taxes as a part of their expenses.

THE GRAIN SECTION of the Toronto Board of Trade, Toronto, Ont., is working to abolish the monopoly of the Wheat Export Co.

THE LICENSE of the Farmers Hay & Grain Co., of Harriman, Tenn., has been revoked by the Food Administration, for unjustifiable rejection of two carloads of potatoes.

THE ST. LOUIS OFFICE of the Food Administration is looking into reports of buyers who operate more than one station paying more for grain at one point than at another, the freight being the same.

COMPULSORY use of corn as an admixture with wheat flour has been abolished in England, and the percentage of other adulterants required has been reduced from 30 to 25 per cent, as the result of the easier food situation.

IN VETOING the \$2.40 wheat bill Pres. Wilson argued that it is not necessary to raise the price to persuade the farmer to grow more wheat; that if the price were raised the farmer would receive \$387,000,000 more and that the allies would be forced to pay more for their food-stuffs.

MANY FARMERS in Whitman County, Wash., are complaining that they have not yet received the 10 per cent that was held back last year on their sales of wheat, and are demanding that the government accept and pay for their wheat on delivery, instead of waiting several months.

HEREAFTER dealers will be in position to dispose of their wheat in any manner and at whatever price they see fit, and the mills of course will be entitled to secure their supplies wherever they can get them, and at any price they care to pay. This will necessarily mean that this office will discontinue any effort to regulate the margin at which you will buy from the farmer except that the general rule regarding unfair profit, that is, too much margin, will be vigorously enforced.—D. F. Piazsek, 2d vice pres. F. A. Grain Corp.

CONCRETELY, it is the opinion of this office that in buying from growers, dealers using either a consigning terminal or maximum milling value in their calculations, should figure a normal and reasonable handling profit. Where sack service is performed, it is preferable to charge a rental, but if not, then the value of that service should be reflected in the buying prices. Millers, in order to protect the dealer, should follow the same schedule in their purchase from the growers.—St. Louis agent of Grain Corporation.

HERBERT C. HOOVER, accompanied by Joseph P. Cotton, head of the Meat Division of the Food Administration; James W. Bell, head of the Milling Division; George S. Jackson, vice president of the Grain Corporation; and Lewis Strauss, Mr. Hoover's secretary, have arrived in England and on July 22 met the food controllers of Europe. Dr. Alonzo Taylor, of the Food Administration, who has had wide experience with the food problems in Europe since the outbreak of the war there, preceded Mr. Hoover by several weeks and has been gathering data and information for use at the conferences.

Seeds

NASHVILLE, TENN.—The Nashville Field Seed Co. is out of business.

CHICAGO received its first alsike clover of the new crop July 20. The seed sold at \$19.50.

A RECORD price for a carload of flaxseed, \$6,475, was paid recently by W. J. Bettingen & Co., at Winnipeg, Man.

LIVINGSTON, MONT.—The Brown Seed Co. has nearly completed its warehouse and it will soon be ready to receive seeds.

FLAXSEED is 56 lbs. per bushel, except in New York, Connecticut, Massachusetts, New Jersey and Vermont, where it is 55 lbs.

MADISON, S. D.—E. W. Mueller, formerly mgr. for the Farmers Elevator Co. at this place, has gone into the seed business on his own account.

GRAND RAPIDS, MICH.—Ernest L. Wellman has registered the word "Qualiteed" as a trade-mark for dried white pea beans, under serial number 106,332.

THE CHESMORE SEED Co. has succeeded the Chesmore-Eastlake Co., St. Joseph, Mo., with a capital stock increased from \$10,000 to \$50,000. C. R. Chesmore is manager.

JAMES S. HYDE, of the former Hyde Seed Farms, Pattonsburg, Mo., who has been passing worthless checks on seedsmen and hotels, was arrested July 2 at LaCrosse, Wis.

JEFFERSON CITY, MO.—In its July crop report the Missouri State Board of Agriculture reports the condition of flax for seed as 85 and of broomcorn 88.—Jewell Mayes, sec'y.

GREELEY, COLO.—The Balcom Seed Co. is erecting a building 75x70 ft. as an addition to the seed warehouse recently purchased. The new building will be two stories high and cost \$11,000.

WINONA, MINN.—A field seed branch in charge of R. C. Gage has been established here by the Gould Grain Co., of Minneapolis. Mr. Gage formerly was with the G. H. Krumdick Co.

THE COM'ITE ON SEEDS of the New York Produce Exchange has recently appointed for the ensuing year is composed of Wm. Jacot, chairman, Marshall H. Duryea, Ernest Wehncke, O. W. F. Randolph and Chas. Wimer.

MARIA STEIN, O., July 11.—Alsike clover is about as usual. Are beginning to thresh the seed. Most farmers are looking for high prices on it, but am afraid they may get fooled. It is too early to report on red clover.—Henry Kramer.

CHAMPAIGN, ILL.—I have purchased the business of the Champaign Seed Co., which has been handling field, vegetable and flower seeds, wholesale and retail feed and poultry supplies. I intend to enlarge the business materially.—Glenn R. Swank, Williamsfield, Ill.

MINNEAPOLIS, MINN., July 17.—Flax improved with recent rains. As previously reported, the late flax is backward and much of it will probably be caught by frost. Early flax has a good average in South Dakota, Minnesota and eastern North Dakota. In western North Dakota and Montana the crop has been so damaged by heat and drouth that it will be light and much of it will not be cut.—Van Dusen-Harrington Co.

OSHKOSH, WIS.—We have bot and will entirely remodel the Revere house building; and will erect an addition of elevator construction to be equipped with the latest improved machinery for cleaning, weighing, and handling seeds with the greatest economy.—Oshkosh Seed Co.

KANSAS CITY, MO.—The new rates of commission for buying and shipping on order on the Board of Trade are: on Kafir corn, milo maize and feterita, 1 per cent, maximum 3 and minimum 2 cents per 100 lbs.; flaxseed, 1 per cent; all other seeds, 1½ per cent of purchase price. To members the rate is ¾% on kafir and flaxseed and 1% on other seeds.

MANHATTAN, KAN.—We grow very little timothy, alsike and bluegrass in this section, but usually have good crop of alfalfa seed. Our alfalfa seed outlook for the present is just fair, considerable of the second crop will be cut for hay, however if it remains dry we look for a good seed crop on the remaining acreage not cut for hay, but it is a little too early to estimate, can tell better in two weeks.—Geo. T. Fielding's Sons.

FLAXSEED and linseed have been placed by the War Trade Board in a new ruling upon the list of restricted imports. All outstanding licenses for the importation of these commodities by sea were canceled, except for the importation of shipments in transit or to be transported upon vessels loading at the time the rule was made, and notice was given that no licenses would be issued thereafter except that, up to and including July 10, licenses would be issued for importation of cargoes in transit or loading.

TOLEDO, O.—Clover seed crop reports are spotty. Weather has not behaved in all parts. Seed crop is not a self-starter. It needs friendly rains. Michigan correspondent says light showers not enough for the purpose. Pastures are drying up and seed can't amount to much. Farmers have turned stock into some fields figured for seed. Northwestern Ohio reports not at all favorable. Indiana mainly good. Large Indiana dealer writes that conditions are fine and no reason why the crop should not be large if weather is favorable.—Southworth & Co.

MITCHELL, S. D.—The outlook for a grass seed crop is very promising in spite of the fact fully 10% of the timothy and 2% of the alfalfa was plowed up and put into wheat or flax. There was a good acreage of timothy, clover and alfalfa seeded this season, and all new seeding is coming on in fine shape. This is not a timothy and alsike country, hardly producing enough to reseed the acreage each year. More red clover is being grown with good success, but our main hay and seed crop is our hardy varieties of alfalfa. The first and second crop of alfalfa hay has been cared for while the third crop is making a wonderful growth. Reports are coming in of fine prospects for an alfalfa seed crop, and we expect to have a good surplus of this seed to offer.—Dakota Improved Seed Co.

TOLEDO, O.—Timothy seed was under pressure latter part of week. The buying force temporarily seems satisfied, offerings increased and a decline was the natural course. Same conditions have prevailed before. Declines not large as compared to the wide range experienced constantly in clover. Holders contend the market gets healthier as the weak ones drop out. Latter never sell on an advancing market. They generally act to gather when the market has but little if any support. Always has been that way,

and probably always will be. Big factors governing price for the future are the facts that the next crop is going to be short, and the old stocks carried over will be inadequate to supply the demand. Canada is a good buying prospect, and they sometimes take a lot. Their crop prospects are very poor as far as we can learn. Europe no doubt will take all the timothy transportation will allow. Prospects now Uncle Sam will make an effort to furnish the boats. We are building them very fast.—J. F. Zahm & Co.

The New Jersey Seed Law.

A law providing for the marketing of all seeds sold or offered for sale in the State of New Jersey went into effect Nov. 1. The law provides:

The term "agricultural seeds or seed" as used in this act shall include the seeds of red, mammoth red, alsike, white, and crimson clover; alfalfa; white, sweet clover; yellow sweet clover; winter vetch; spring vetch; soy beans; cowpeas; timothy; redtop; orchard grass; Kentucky blue grass; Canada blue grass; English rye grass; Italian rye grass; smooth brome grass; meadow fescue; Sheep's fescue; any mixture of seeds of two or more species of grass or of clovers or of both, intended to be sold as a mixture; field corn; wheat; barley; oats; rye; millets; buckwheat; rape, and all vegetable seeds; and when the term "agricultural seeds" or "seed" is used in this act it shall be construed to mean such seed when sold, offered or exposed for sale within this State for the purpose of seeding.

Every lot of agricultural seeds which does not consist of vegetable seeds, and which is not intended to be sold as a mixture of the seeds of two or more species of grasses, or of clovers or of both, which is offered for sale within this State, in lots of 10 lbs. or more, shall have affixed thereto in a conspicuous place on the exterior of the container of such agricultural seeds a written or printed label, in the English language, in legible type or script, containing a statement specifying:

(a) The commonly accepted name of such agricultural seed; if the name of the special variety or strain of such seed is used, it must be the true name of the special variety or strain.

(b) The percentage by weight of purity or freedom of such seeds from foreign matter or from other seeds distinguishable by their appearance.

(c) The percentage of germination of such seed as named, together with the month and year when the germination test was made.

(d) The number per pound of the seeds of each of the following species of plants, if any such are present in excess of one seed in each five grams (90 seeds per lb.) in such seed: Quack grass, horse nettle, dodder, Canada thistle, Russian knapweed.

(e) The full name and address of the seedsmen, importer, dealer, agent, or other person or persons, firm or corporation, selling, offering, or exposing for sale the said seed for sale within the State.

3. Every lot of seeds which is a mixture of the seeds of two or more species of grasses, or of clovers, or of both, and which is sold, offered or exposed for sale, or had in possession with intent to sell within this State as a mixture of the seeds of two or more species of grasses, or of clovers, or of both, shall have affixed thereto in a conspicuous place on the exterior of the container of such mixtures of seeds, a written or printed label in the English language, in a legible type or script, containing a statement specifying:

(a) That the agri. seed contained therein is a mixture.

(b) The commonly accepted names of such species of grasses and clovers as are distinguishable by their appearances, provided they are present in such mixture in quantities equaling or exceeding 4 per centum of the total weight of the mixture.

(c) The percentage by weight of foreign seeds contained in such mixture; provided, that the term "foreign seeds" shall not include within its meaning the seeds of species of grasses and clovers enumerated in section one, of this act, and which are present in quantities not equaling or exceeding four per cent of the total weight of such mixture.

(d) The percentage by weight of foreign seeds contained in such mixture; provided the term "inert matter" shall in-

clude within its meaning all materials which are not of plant origin; all portions of plant tissue which do not enclose a seed or seeds; and all fragments of seeds which do not contain the essential elements of the embryo or germ of such seeds.

(e) The number per pound of the seeds of each of the following species of plants if any such are present in excess of one seed in each five grams (90 seeds per lb.) in such mixture: Quack grass, horse nettle, dodder, and Canada Thistle.

(f) The full name and address of the seedsmen, importer, dealer or agent or other person or persons, firm or corporation, selling, offering or exposing the said mixture for sale within this State.

The Board of Managers of the New Jersey Agri. Experimenting Station shall appoint an official to be known as State Seed Analyst and such other agents as may be deemed necessary to carry out the provisions of this act, and shall affix the salary of such analyst and such agents as are appointed. The State Seed Analyst and any such agents shall have free access at all reasonable times upon and into any premises or structures for the purpose of making any examination of any agricultural seeds, whether such seeds are upon the premises or in the possession of any warehouse, elevator, or railroad company. Such seed analyst or other authorized agents may take any sample of such seeds in accordance with such method of securing such samples as said State Analyst shall establish. Portions of any such sample, when taken, shall be duly sealed in suitable containers in the presence of the owner or his agent, and one of such containers shall be left with the owner, vendor, or party in interest or his representative. Payment shall be made for such samples at the market price.

Penalty for violation of this law, or interfering with its enforcement is fixed at from \$25 to \$100 for the first offense and from \$50 to \$300 for the second.

Soy Bean Varieties.

The soy bean merits use in every household as a regular part of the family diet. It is a palatable, nutritious and healthful food and lends itself to a varied usage. It has been used for several thousand years in China and Japan as the chief source of protein supply in the human diet. The navy bean is famous as a protein food and substitute for lean meat, yet the soy bean contains 1.6 times as much digestible protein as the navy bean, 18 times as much digestible fat, and 1.5 times as much ash. It contains 3 times as much protein as wheat and 28 times as much as potatoes.

Experiments with the different varieties have been made by the Nebraska Experiment Station, which has found a great variation in the growing season, just as for corn, for different varieties. The varieties best adapted for any locality are not ready to be harvested for grain until shortly before frost.

The best early commercial variety is the Early Yellow, or Ito San. This variety ripens at the Experiment Station in 100 to 105 days.

The Habaro variety is probably best suited for all of eastern Nebraska. It ripens nearly a week later than the Early Yellow and has yielded about 12 per cent more seed. It has never failed to ripen at the Experiment Station during nine years testing, and yet has several times ripened only a few days before killing frost. The Haberlandt was formerly regarded as the most productive variety for southeastern Nebraska. However, it has proved to be too late in maturing to be dependable. This variety was caught by frost two years during the last three, resulting in frosted, immature seed of poor quality and low yield. For extreme southeastern Nebraska the Haberlandt soy beans would probably mature and give the highest yield. This is regarded as a medium late variety, there being others which require a longer growing season.

All but 17 kinds of the soy beans test-

ed are known by variety names. These 17 kinds, which have been tested during the last three years, are special importations made by the United States Department of Agriculture and are known only by S. P. I. numbers. These were recommended by the Office of Forage-Crop Investigations as giving special promise. Several of these special selections are very promising, but only one has yielded slightly more than the Habaro in the three-year test. Several of these are as early as the Early Yellow variety and promise superiority to it. Seeds of five varieties of soy beans are shown in the engraving in actual size.

Thru Export Billing to be Continued.

The order of the railroad administration discontinuing the issuance of thru export Bs/L after Sept. 30 will be held in abeyance pending hearings.

A western freight traffic comite will be appointed by Edward Chambers, director of traffic of the railroad administration, with shippers represented in its membership and permanent headquarters at Chicago, where the hearings will be held. After spending several days in Washington in conference with the railroad administration, Henry C. Barlow, traffic director of the Chicago Ass'n of Commerce, said:

"I found the attitude of the railroad administration distinctly encouraging. It wants to help, rather than hinder, the middle west, and I am convinced the thru bills will remain. The administration is seeking principally to do away with congestion at the ports, and it is probable some order will be promulgated limiting the time goods may remain in storage. At some coast points goods have been permitted to lie in storage for a year at a time."

Thru bills are needed by manufacturers of machinery, such as grain cleaning and mining machinery, to South America and other foreign countries, as the documents received when the shipment is put abroad car at the plant should carry the consignment to destination. In the grain trade, single carloads are not exported overseas, and there is no need of a document that will carry the carload to Europe, the present practice being in line with that suggested by the railroad administration, the ex-

porters at seaboard or interior markets taking up the Bs/L and exchanging them for a lake or an export B/L, retaining the lower export rate.

Protest Against Wheat Export Co. Monopoly.

The Winnipeg Grain Exchange has forwarded to Sir Robert Borden, prime minister of Canada, a protest against the continuance of the monopoly of the Wheat Export Co., denying the alleged economy obtained by the intrusion of the export company into the interior trade. Pres. Bawlf of the Exchange writes the prime minister: "This is the greatest monopoly that has ever made its appearance in Canadian commerce, and seeing that the Wheat Export Company was previously the K. B. Stodart & Co., and that the men comprising it were, and still are, employees of an English company located in England, and operating in England, we believe that you, Sir, will agree with us that this monopoly is an injustice to Canadian interests."

"Like other people, grain firms in Canada must pay taxes, subscribe to the war loans of the Dominion government, and contribute to the various war funds like the Patriotic fund, the Red Cross fund, the Y. M. C. A. fund, the Prisoners of War fund, the Navy League fund, etc. How can they be expected to do so while their business is taken from them, and how can they be expected to give loyal support while the imperial and allied governments pursue methods of purchasing that threaten them with financial disaster."

"It is astonishing that firms that have been in this grain business for 25 or 30 years cannot now sell a carload of wheat to a miller in Ontario, a cargo of oats or barley or wheat to millers in the United States, while a branch of an English company enjoys a business running probably over \$500,000,000 a year. Further, this Wheat Export Co. can make hay while the sun shines in the way of establishing business connections with clients that formerly did business with Canadian firms. This company can maintain and strengthen its organization, while Canadian companies must break up theirs, and, when peace returns, this company will not have very much difficulty in continuing its monopoly."



Courtesy Nebraska Exp. Station. Seed of Several Soy Bean Varieties. Top row, Early Yellow; second row, S. P. I. No. 36576; third row, Habaro; fourth row, Haberlandt; bottom row, Cloud.

Grain Trade News

CALIFORNIA

Monroeville sta. (Germantown p. o.), Cal.—The elvtr. of the Kaiser Grain Co. has been completed.

CANADA

Mazenod, Sask.—The Mazenod Farmers Elvtr. Co. incorporated; capital stock, \$15,000.

Congress, Sask.—The Congress Farmers Elvtr. Co., Ltd., incorporated; capital stock, \$12,000.

St. Brieux, Sask.—The St. Brieux Elvtr. Co., Ltd., has increased its capital stock from \$10,000 to \$15,000.

Vonda, Sask.—The Farmers Vonda Elvtr. Co., Ltd., has been incorporated with a capital stock of \$15,000.

Poplar Point, Man.—A recent fire in the elvtr. of McMillan Bros. destroyed about 6,000 bus. of oats and barley.

Moose Jaw, Sask.—The grain elvtr. of the Farmers Trading Co. was recently burned, and about 3,000 bus. of grain was destroyed.

Medicine Hat, Alta.—Bandram Henderson, Ltd., of Montreal, Que., has purchased the plant of the Alberta Linseed Mills in this city.

Montreal, Que.—The Mile End Mlg. Co. has let contract for roofing its elvtr. and making alterations in its warehouse. The cost will be \$15,000.

Pontypool, Ont.—The grain elvtr. here of C. Good & Sons, of Toronto, was recently struck by lightning and burned to the ground with a loss of \$12,000.

Port Arthur, Ont.—The firm of Barnett-McQueen has been awarded contract for the work of making alterations in the Port Arthur Terminal Elvtr. by which the one working house, "A," can be utilized to handle the whole building. The work is made necessary because of the threatened collapse of the working house, "B," which has been condemned and will have to be torn down. The interior of the building is being altered in such a manner that the whole structure, capable of storing nearly 9,000,000 bus. of wheat, will be brot under the operation of the one working house.

WINNIPEG LETTER.

The Canadian Securities & Mortgage Co., Ltd., incorporated; capital stock, \$100,000. The company is authorized to own and conduct grain elvtrs.

The Henderson Transfer & Lighterage Co., Ltd., has been admitted to membership in the Grain Exchange. M. Hager has transferred his membership to A. R. MacDonald and W. P. Rourke has transferred his membership to H. A. Thornton.

Justice MacDonald has decided in favor of defendants, Baird & Botterell and the Regina Grain Co., in the suit brot by E. T. Hinchliffe, operating an elvtr. at Strasburg, to recover \$50,000. He bought during 1915 200,000 bushels of grain and shipped it in care of the Regina Grain Co., Regina, to Winnipeg. It was sold on the Winnipeg Grain Exchange by Baird & Botterell. The plaintiff brought action claiming that Baird & Botterell and The Regina Grain Co. were one and the same concern, and also that \$20,000 had been deducted from the receipts for alleged losses, and in addition that the grain had not been sold at the best available price. The defendants, on the contrary, claimed that Hinchliffe had been speculating with the farmers' wheat, and that he was now over \$30,000 in arrears. Their claim was that they had been justified in dealing with the two accounts of Hinchliffe as one.

Claiming that they had shown that all

Hinchliffe's statements were incorrect and that no case had been shown against them, a motion was made for non-suiting the case and granted by the court.

COLORADO

Fleming, Colo.—The Spelts Grain Co., of Sterling, is building a new elvtr. at this place.—J. G. Eachus, agt. Spelts Grain Co., Dailey.

Steamboat Springs, Colo.—The Steamboat Mlg. & Power Co. is contemplating erecting a flour and cereal factory to cost \$35,000.

Sterling, Colo.—S. J. White, a well known grain man of this city, has purchased a considerable interest in the Sterling Mlg. Co., which operates an elvtr. of 10,000 bu. capacity, in addition to its mill and warehouse. Mr. White has transferred his offices to the mill and will take an active part in the business management of the concern. F. S. Warren will continue to manage the plant.

IDAHO

Shelley, Ida.—Our new mill has a capacity of 240 bbls., and our elvtr. a storage capacity of 40,000 bus. The plant is located on the Oregon Short Line R. R.—Shelley Merc. Co., Ltd., T. W. Shelley, sec'y-mgr.

Stites, Ida.—The Idaho Grain & Tramway Co. has succeeded the Vollmer-Clearwater Co., Ltd. at this place. The old warehouse of the last named company has been torn down, and a new warehouse, 40x120 feet, is being built. We expect to handle all kinds of grain, mill feed, flour, and hay.—H. M. Williams, agt., Idaho Grain & Tramway Co.

Boise, Ida.—The public utilities commission has cited 16 warehouse and grain dealers operating in north Idaho to appear before it, July 29, at Lewiston for the purpose of taking up the matter of establishing uniform rates for the storage of grain. This action was taken after the commission suspended the applications of the J. Alexander Grain Co., of Lewiston, and the Farmers Warehouse Co., of Juliaetta, to put into force and effect a rate of \$1 per ton per 30 days and 10 cents per ton per month in addition thereafter. The commission finds that different rates have been charged by the various storage companies. These are to be adjusted. Prior to the war the warehouse companies charged 75 cents per ton for 90 days, and 10 cents per ton for each month thereafter. Later this rate was raised to \$1 per ton for 3 months, and 10 cents per ton per month thereafter.

ILLINOIS

Philo, Ill.—Joseph Gilles is remodeling his elvtr.

Bishop, Ill.—The elvtr. of McFadden & Co. is being remodeled.

Tallula, Ill.—The Tallula Farmers Elvtr. Co. is building an addition to its office.

Gridley, Ill.—Hayward Bros. are installing a new U. S. Grain Cleaner in their elvtr.

Lewistown, Ill.—A 10-h. p. electric motor is being installed in the elvtr. of Bader & Co.

Elkhart, Ill.—Robert Rentschler, formerly of Dawson, will enter the grain business here.

Utica, Ill.—The Utica Elvtr. Co. has increased its capital stock from \$12,000 to \$48,000.

Vermont, Ill.—Bader & Co. have increased their capital stock from \$25,000 to \$53,000.

Litchfield, Ill.—Wandt, Todt & Co. have increased their capital stock from \$5,000 to \$25,000.

Galva, Ill.—The Galva Grain Elvtr. Co. will increase its capital stock from \$30,000 to \$75,000.

Savoy, Ill.—The Savoy Grain & Coal Co. has installed a conditioner in the north elvtr.

Kewanee, Ill.—The Farmers Elvtr. Co. is contemplating building an up-to-date coal pocket.

Colchester, Ill.—The Colchester Elvtr. Co. is contemplating erecting a feed warehouse next month.

Latham, Ill.—The Latham Farmers Grain Co. is installing a 40-h. p. Fairbanks Morse electric motor.

Paxton, Ill.—J. S. Wiley is local mgr. for the branch office of Riordon, Winsor & Co., of Chicago.

Humrick, Ill.—Jacob A. Kendall is now mgr. for the Farmers Elvtr. Co., of Ridgefarm, at this place.

Sharpsburg, Ill.—The Farmers Grain Co. recently purchased the elvtr. of Rink & Scheib for \$10,000.

Allendale, Ill.—J. H. Reiber has removed to Wesley, Ia., where he is grain buyer for the Kunz Grain Co.

Atkinson, Ill.—The Atkinson Farmers Grain Co. is contemplating increasing its capital stock to \$35,000.

Boody, Ill.—F. M. Ward is sec'y-treas. of the B. B. Farmers Co-Operative Elvtr. Co. and Frank Osborne is gen'l mgr.

Hurlbut sta. (Elkhart p. o.), Ill.—The Hurlbut Farmers Grain Co. has increased its capital stock from \$25,000 to \$50,000.

Yuton sta. (Bloomington p. o.), Ill.—James V. Foster, of Colfax, has succeeded W. C. Tuttle as mgr. for the Yuton Grain Co.

Cadwell, Ill.—Walter Potter, who was mgr. for Davis Bros. here, has removed to Decatur, to be mgr. for the West End Elvtr.

Scovel sta. (Saunemin p. o.), Ill.—Leo Hahn has succeeded Scott Maniner as mgr. for the Saunemin Elvtr. Co. at this station.

Staley sta. (Champaign p. o.), Ill.—Edward J. Rising, of Champaign, is the new mgr. for the Farmers Elvtr. Co. at this station.

Steeleville, Ill.—At a recent meeting of the Steeleville Mlg. Co. it was decided to change the name of the company to the Gilster Mlg. Co.

Morrison, Ill.—Renkes Bros. recently erected a 20-foot flagpole on their elvtr., the tip of the staff being about 80 feet from the ground.

Gardner, Ill.—The Gardner Grain Co. incorporated; capital stock, \$25,000; incorporators, R. I. Thornton, H. A. Rumsey, and J. H. Wheeler.

Nokomis, Ill.—The Nokomis Farmers Elvtr. Co., which was recently incorporated, has elected Wm. Casselberry, pres., and Fred Meir, sec'y.

Illioopolis, Ill.—The Illioopolis Farmers Grain Co. has bot a lot adjoining its office building and will erect a concrete block implement warehouse.

Harper, Ill.—The Harper Grain Co. has purchased the retail grain and coal business of Otto & Fetermeier and will consolidate the business with its present yards.

Decatur, Ill.—Walter Potter, formerly mgr. of the elvtr. of Davis Bros. at Cadwell, has been returned to this city, where he is now in charge of the West End Elvtr.

Woodhull, Ill.—J. R. Titus has been appointed mgr. for the Woodhull Grain Elvtr. Co. during the absence of V. E. Setterdahl, who was granted a 6-months leave of absence.

Ridgefarm, Ill.—The Farmers Elvtr. Co. recently elected C. H. Busby pres., and Paris Hester, sec'y-treas. J. C. Jones was chosen mgr., and Cyrus Hester his assistant.

Weldon, Ill.—The Weldon Grain Co., which was recently incorporated, has elected Henry Melvin, pres., and Frank Galaway, sec'y-treas. (pro tem.)

Lincoln, Ill.—The Murphy Grain Co., of Springfield, is again opening up a grain office in this city. It will occupy the office recently vacated by Harry Knapp.

Bondville, Ill.—Edward Rising, of Champaign, has been appointed mgr. and Peter Keller, assistant mgr. of the recently incorporated Bondville Grain & Supply Co.

Petersburg, Ill.—The Hueffner Mill & Elevator Co. incorporated; capital stock, \$25,000; incorporators, H. A. Hueffner, A. J. Hueffner, A. H. Satter and A. M. Boyd.

Easton, Ill.—We are installing a manlift, a new rope drive for cup pulleys, instead of old belt method, also installing a new bin distributor.—Easton Farmers Grain Co.

Earlville, Ill.—G. A. Cope, mgr. for the Earlville Grange Elevator Co., has resigned to enter the war as a telegraph operator, a calling he followed before entering the grain business.

Springfield, Ill.—Bankers in this city are making efforts to have a large grain elevator constructed here, to handle the increased production of grain in this section of the state.

Bloomington, Ill.—I have removed from Randolph to this place. My elevator at Randolph was purchased by the Randolph Co-operative Grain Co., and W. C. Tuttle is mgr.—F. C. Martens.

Warsaw, Ill.—The Farmers Grain & Supply Co. has bot the property on which the coal office of W. J. Clippert was located. The ground will be used as a direct driveway to the elevator.

West Ridge, Ill.—C. E. Hitch has sold his half interest in his elevator at this place, to Z. B. White, of Danville. The firm name is now Hitch & White, instead of C. E. Hitch.—C. E. Hitch.

Westville, Ill.—C. B. Spang, of Georgetown, is now excavating for the erection of an elevator on the tract of ground recently purchased from the People's Brewing Co., of Terre Haute, Ind.

Randolph, Ill.—F. C. Martens, who sold his elevator to the recently incorporated Randolph Co-operative Grain Co., has removed to Bloomington. W. C. Tuttle is mgr. for the new company here.

Peoria, Ill.—I have withdrawn from the Consumers Grain Co. in this city, as I am going to buy corn for a government industry. After July 15, I will be located in Terre Haute, Ind.—S. C. Grier.

El Paso, Ill.—The El Paso Farmers Elevator Co. is remodeling one of its elevators at this place. The cupola is being raised, and a gravity spout and Richardson Automatic Scales have been installed.

Buckley, Ill.—We are installing a 60-h. p. boiler, to replace a 20-h. p. one, to be used for drying plant. Geo. Maddin, of Thawville, is now mgr. for the Buckley Farmers Grain Co.—Wm. Kaufman Co.

Williamsfield, Ill.—Davis Bros. & Kinson have purchased the elevators of Glenn R. Swank & Co. at this place and have taken possession. The business will be managed by Mr. Kinson, of Blandinsville.

Cullom, Ill.—Our elevator has been covered with asbestos sheathing. The office interior will be covered with wall board. The work is being done under contract.—M. R. Meents & Sons, Harold R. Meents, mgr.

Pleasant Plains, Ill.—The grain elevator on the farm of E. D. Boynton near here was struck by lightning recently and burned to the ground. It contained 7,000 bus. of corn and several hundred bus. of oats. The loss is partly covered by insurance.

Peoria, Ill.—The new elevator of the American Mfg. Co. in this city, on which work is being rushed, is entirely fireproof, being built of concrete and steel. The tanks will be 25 feet in diameter and will be 85 feet high. The plant is equipped with facilities for loading and unloading 4 cars at a time.

Seymour, Ill.—Joseph Pfeffer is pres. of the Farmers Elevator Co., which was recently organized here, and which purchased the elevator of James Karr. Edward J. Rising, of Champaign, will be the new mgr.

Alton, Ill.—Millers in this city made a request for a federal grain inspector to be stationed here to obviate the necessity of sending wheat samples to St. Louis, and John F. Sullivan has been appointed to the position.

Chesterville, Ill.—Fire in the coal bin near the engine room in the elevator of the Chesterville Farmers Grain Elevator Co. threatened to destroy the building recently. The fire was put out before much damage was done.

Piper City, Ind.—We are repairing the north wing of our West Elevator, which is used for oat storage. A 15-h. p. electric motor is in transit and will be installed next week to replace gas power.—Farmers Grain Co., C. T. Hupp, mgr.

Elmwood, Ill.—The Elmwood Elevator Co., which was recently incorporated, has elected J. E. Barrett, pres., and D. W. Gooding sec'y. Charles Kennell has been employed as mgr. The company will handle coal, as well as deal in grain.

Faxton, Ill.—We are successors to Risser & Rollins, of this city, and will continue the business of grain, coal, feed and seeds. Carl E. Bengston, who several years ago was in the employ of the Ludlow Elevator Co., Ludlow, and later circuit clerk and recorder of Ford County, has been employed as mgr. for the new firm.—Faxton Farmers Grain Co.

Atlanta, Ill.—Joseph A. King has purchased the grain business of Applegate & McKown. The deal includes the elevator on the Vandalia, and the general business of the firm, but Mr. Applegate will retain the elevator on the C. & A. as Mr. King already has one elevator on that road.

Morrison, Ill.—J. J. Connerly, a well known grain dealer here, recently organized a volunteer crew of harvest hands from among the business men of the town to go to the assistance of Mrs. Arthur Bell, whose husband died a short time ago, and who could not get any help to harvest her wheat. In a couple of days the 40 acres of wheat were harvested, and without any expense to the owner.

Beardstown, Ill.—The new mill of Schultz, Baujan & Co. began operation a couple of weeks ago. The new mill, which replaces the one destroyed by fire over a year ago, is up-to-date and is entirely fireproof. Not a piece of wood is used in the entire construction. The same is true of the 3 concrete elevators which stand beside the mill building, and are circular in shape. The mill building, all concrete, is 90 feet high, and has 7 working floors, each 110x40 feet. In connection with the other mill, completed over a year ago, the capacity is 1,500 bbls. of flour per day.

Symerton, Ill.—Three petitions in voluntary bankruptcy have been filed as an aftermath of the tangle in the affairs of the Symerton Farmers Grain Co. Following the filing of the applications the creditors asked the appointment of receivers to settle up 2 of the estates involved. The 3 petitions filed are: Symerton Farmers Grain Co., liabilities, \$41,613.67; assets, \$27,063.53. Sylvester J. Mahoney, liabilities, \$21,697; assets, \$17,210. Harry A. Singleton, liabilities, \$22,400; assets, \$1,435. The greater part of the liabilities are payable to farmers in the vicinity of this place and Manhattan from which grain has been purchased by the company together with money borrowed from Joliet and Manhattan banks for the purpose of conducting the business. Sylvester J. Mahoney, who was a heavy stockholder, is the heaviest loser, and will be obliged to sacrifice his 80-acre farm, valued at approximately \$16,000.

CHICAGO NOTES.

Harry Wade is now mgr. of the office of the Harvey Grain Co. in this city. The company has an elevator in Harvey.

John R. Mauff, sec'y of the Board of Trade, is enjoying a two weeks' vacation in the West, including Colorado in the trip.

David W. Barry, an old time member of the Board of Trade, died July 20. He was in the cash grain business for 55 years.

A petition for an increase in the commission rates on grain has been presented by members to the directors of the Board of Trade.

Board of Trade directors have ruled that all payments on business transactions here are payable in current rates of exchange, the customer to pay them.

Howard Jackson, vice pres. of the Food Administration Grain Corporation, denies that any arrangements have yet been settled for the storage of wheat in the terminal elevators.

The cupola of the Calumet "C" Elevator, which was blown off several months ago, has been entirely rebuilt by James Stewart & Co., and re-equipped with modern power transmitting and elevating machinery.

Charles Randolph, a Chicago pioneer, and sec'y of the Board of Trade from 1869 to 1884, died July 24, in Baltimore, aged 90 years. Mr. Randolph came to Chicago in the early 50s. While he was sec'y of the Board of Trade he drafted and was instrumental in obtaining the enactment of the Illinois public warehouse law.

The Mueller & Young Grain Co. will separate its grain and its elevator business. The elevator will be operated by the Midwest Elevator Co., recently incorporated by Paul G. Mueller, Carl B. Mueller and A. C. Curry with a nominal capital of \$1,000, which will be increased. New people have joined the company and taken a one-half interest.

The following have been elected to membership in the Board of Trade: William H. Martin, F. T. Chandler, Jr., Hincley G. Atwood, H. J. Mayer, W. W. Smith, N. T. Burdick, of Vancouver, and G. E. Thompson. P. O. Rollins has made application for membership, and E. M. Higgins and S. B. Johnson have posted their memberships for transfer.

Board of Trade directors have made the following ruling: On all deposits or payments covering contracts entered into on the Board of Trade of the City of Chicago, or money paid or received, shall be at the current rate of exchange, based on New York or Chicago. Violation of rules com'ite says this is a ruling against foreign exchange, and leaves domestic exchange undisturbed, but believes that the unusual times permit of unusual rulings.

At a meeting of the Board of Trade, held July 13, the following resolution was unanimously adopted and sent to his Excellency, J. J. Jusserand, French Ambassador, Washington, D. C., with request that he forward a copy to the Minister of Commerce in Paris: "Resolved, That the members of the Board of Trade of the City of Chicago join with the French Republic in the celebration, July 14, and express their confident belief that the struggle in which our countries are united in the cause of Humanity, Freedom, and Justice will be carried to a successful termination."

INDIANA

Crawfordsville, Ind.—Ed. Lee, of Ed. Lee & Son, died July 5, aged 68 years.

Salem, Ind.—The Salem Co-operative Co. has purchased the elevator of the Salem Mfg. Co.

Lebanon, Ind.—The Lebanon Grain Co. has filed a preliminary certificate of dissolution.

Lacrosse, Ind.—The Lacrosse Elevator Co. has increased its capital stock from \$10,000 to \$20,000.

Danville, Ind.—The elevator of the Klondike Mfg. Co. has been thoroly overhauled and put in readiness for the new crop of wheat.

Evansville, Ind.—The Independent Hay & Grain Co. has increased its capital stock from \$25,000 to \$50,000.

Winchester, Ind.—We are building a retail dep't in connection with our plant.—C. V. Graft, C. V. Graft Mfg. Co.

Muncie, Ind.—Richard H. Nabring, 64 years old, formerly a grain dealer here, died at his home in Flint, Mich., recently.

Herr sta. (Clemont p. o.), Ind.—The new elvtr. of Herr & Jenkins, which is located on the Penn. R. R., is now ready to receive grain.

Burket, Ind.—The Equity Union has purchased the elvtr. formerly owned by Graft Bros. The new company will continue in the grain and feed business.

Mooreville, Ind.—The Comer & Searce Co. has purchased the elvtr. and coal business of A. L. Wheeler at this place. The business will be known as the Mooreville Mfg. Co.

Colfax, Ind.—Charles A. Teegarden, formerly mgr. for the Colfax Grain Co. at this place, will remove to Raub, where he will be mgr. for the newly organized Benton County Grain Co.

Carlisle, Ind.—The elvtr. of the Carlisle Grain Co. is practically completed, and the company has commenced buying grain. The elvtr. is 80 feet high from basement to top, and has an unloading capacity of 2,600 bus. per hour.

Howe, Ind.—The Lima Elvtr. Co., which was recently incorporated, has succeeded Sweitzer & Smith in the grain elvtr. business. C. D. Stuckey is pres. of the new company, and Hubert H. Smith, is sec'y-treas. S. B. Mills is the gen'l mgr.

Pennville, Ind.—W. M. Engeler, of Bluffton, a partner in the former firm of Arnold & Engeler at this place, which was obliged to close its elvtr. when the railroad was junked, has bot an interest in the firm of Arnold & Nelson at Montpelier.

Columbus, Ind.—The Columbus Mfg. Co., which owns a 25,000-bu. elvtr. here, and which recently filed articles of dissolution, will still run its mill. J. P. Sohn, who was pres. of the corporation, will be the proprietor. New machinery and a new engine have been installed.

Evansville, Ind.—We have under construction 2 new steel tanks, with a capacity of 25,000 bus. each. We are also repairing 2 old ones and enlarging them to 25,000 bus. capacity each. When completed this will give us an additional storage of 60,000 bus., and a total storage capacity of 100,000 bus.—Phoenix Flour Mill.

Montpelier, Ind.—A. L. Nelson has sold his interest in the elvtr. of Arnold & Nelson, in this city, to W. M. Engeler, of Bluffton, who was formerly a partner in the firm of Arnold & Engeler at Pennville, where their elvtr. had to be closed when the railroad was junked. Mr. Nelson will remain with the new firm and assist in the management of the business.

Clarks Hill, Ind.—The elvtr. of the Davis Grain Co., on the Big Four R. R., which has been under reconstruction for the past few months, has been completed. The grain capacity of the elvtr. has been greatly increased, and it is up-to-date in construction and equipment. A fireproof engine house has been built, and the building has been refinished both inside and out.

Raub, Ind.—The elvtr. of Jordan & Baird at this place, has been sold to George H. Dustman, of Rockford, O., W. T. Palmer, of Celina, O., and Charles A. Teegarden, of Colfax, who intend to form a corporation to be known as the Benton County Grain Co. Charles A. Teegarden, of Colfax, who has been mgr. for the Colfax Grain Co., will be mgr. Nat P. Claybaugh made the deal.

Boggs town, Ind.—The fire which destroyed our elvtr., July 15, started in the west stand of elvtrs. and first appeared in the elvtr. head, where my man and I used our best efforts to extinguish it with the fire buckets and the supply of water right at hand. We were apparently mak-

ing good success until the gases from the fire became so strong that we were compelled to go down. We could see that the fire at this time was confined to the inside of this stand of elvtrs. We moved from the building everything movable, and closed all doors. Immediately after this the gases in the cupola ignited blew out the windows and blew the cover off the scuttle hole. The manlift weight fell 70 feet, jarring the building. The building contained approximately, 3,000 bus. of wheat, 370 bus. of rye, and 637 bus. of old oats, or about \$7,000 worth of grain. We had \$3,000 insurance on grain, and the buildings were insured for about two-thirds of their actual value. We are proceeding toward the rebuilding of our plant with all the latest conveniences. Until we are able to make these improvements we shall continue in the coal business and shall handle what grain there is in our immediate neighborhood direct to the car. We haven't the least reason to believe that the elvtr. was either set on fire, or that there were any bombs connected with it.—Boggs town Grain & Supply Co., L. C. Burnside, mgr.

INDIANAPOLIS LETTER.

The Kankakee Elvtr. Co., an Illinois corporation, has withdrawn from this state.

Charles C. Hoffman, formerly of this city, has removed to Detroit, Mich., where he is chief weighmaster and scale inspector of the Board of Trade.

The following shippers have been elected to membership in the Indiana Grain Dealers Ass'n: S. C. Herman, Cowan; Melching & Way, Ossian; Murphy & Son, Glenwood; Herr & Jenkins, Lebanon; and the Collett Equity Exchange, Collett.

The American Hominy Co. has let contract for the construction of a 6-story mill building at plant "A" in this city. The building, which will be used to store and manufacture corn products, will cost about \$100,000. It will be of reinforced concrete and will be faced with brick.

IOWA

Ireton, Ia.—Mr. Wright has resigned as mgr. for the Farmers Elvtr. Co.

Winfield, Ia.—The Farmers Elvtr. Co. has installed a 10 h. p. electric motor.

Ware, Ia.—The elvtr. of the Quaker Oats Co. is being repaired by D. F. Hoag & Co.

Harris, Ia.—Chas. Watters has succeeded A. C. Wettstad as mgr. for Greig & Zeeman.

Gladbrook, Ia.—The Farmers Elvtr. Co. is contemplating installing small platform scales.

Atkins, Ia.—Henry Krahling has succeeded Viv Carlson as mgr. for the Atkins Grain Co.

Geneva, Ia.—I have purchased the business of H. T. Page & Co. at this place.—H. E. Lake.

Duncombe, Ia.—M. L. House is pres. of the Farmers Elvtr. Co. and Olaf Christianson is sec'y.

Wlota, Ia.—M. Nielsen has removed to Dawson, where he has a position with the Farmers Grain Co.

Des Moines, Ia.—N. J. Minnis, who recently sold his elvtr. at Ackley, has removed to this city.

Galt, Ia.—The Bowles-Billings-Kessler Grain Co., of Algona, has purchased an elvtr. at this place.

Nevada, Ia.—The Farmers Grain Co. has been reorganized, and Charles French, of Fernald, will be mgr.

Webb, Ia.—Elmer T. Florene, of Marathon, is the new mgr. for the DeWolf Grain Co. at this place.

Mason City, Ia.—John S. Riordon is mgr. in this city of the branch office of Riordon, Winsor & Co., of Chicago.

Cleghorn, Ia.—The Farmers Elvtr. Co. is making repairs in its elvtr. D. F. Hoag & Co. are doing the work.

Newell, Ia.—Mr. Nelson, of Sac City, has leased the elvtr. of M. Goltry at this place, and will soon take charge.

Keswick, Ia.—Owing to the coal situation the Farmers Lbr. Co. has decided to discontinue its coal business.

Marietta sta. (Marshalltown p. o.), Ia.—Walter Hill will be mgr. for the Albion Farmers Elvtr. Co. at this station.

Highland Center, Ia.—R. L. Jamison has purchased and taken possession of the interests of the Neola Elvtr. & Lbr. Co.

South English, Ia.—The Farmers Grain & Lbr. Co. will rebuild its coal sheds this summer, and increase its storage capacity.

Pettibone, Ia.—The Farmers Union Elvtr. Co. has let contract to the T. E. Ibberson Co. for repairs and alterations in its elvtr.

Hospers, Ia.—T. M. Slagle & Co. have sold their grain business at this place to the Hubbard & Palmer Co., of Mankato, Minn.

Quimby, Ia.—The Weart & Lysaght Co. is making improvements in its 2 elvtrs. at this point. D. F. Hoag & Co. has the contract.

Sutherland, Ia.—The Sutherland Farmers Grain & Supply Co. has purchased the elvtr. of the Quaker Oats Co. at this place.

Orchard, Ia.—C. C. Gleason, who has been mgr. for the Farmers Elvtr. & Supply Co. here for the past 3 or 4 years has resigned.

Des Moines, Ia.—The Des Moines Elvtr. Co. incorporated; capital stock, \$200,000; incorporators, C. A. Wright and G. G. Hubbell.

Jewel, Ia.—At the annual meeting of the Farmers Elvtr. Co., C. J. Sickenger was elected pres., C. W. Anderson, sec'y, and Gerhard Larson, mgr.

Meriden, Ia.—The Quaker Oats Co. has had its elvtr. remodeled and placed in condition for this year's crop. D. F. Hoag & Co. had the contract.

Belmond, Ia.—J. L. Dinneen, formerly of Melrose, has removed to this place, where he will be employed at the elvtr. of the Quaker Oats Co.

Coon Rapids, Ia.—Aaron Smouse has been elected pres. of the Farmers Elvtr. Co. Fred W. Pingrey has succeeded R. L. Wood as temporary mgr.

New London, Ia.—The A. D. Hayes Grain Co. has bot the local ice plant and ice cream factory and will operate them in connection with the elvtr.

Cleghorn, Ia.—The Weart & Lysaght Co. is installing new dumps and making other repairs in its 2 elvtrs. here. D. F. Hoag & Co. are doing the work.

Quimby, Ia.—A Farmers Elvtr. Co. has been organized by farmers in this vicinity with a capital stock of \$20,000. The new company will build and operate a fireproof elvtr.

Ames, Ia.—J. E. Arnold has been elected pres. of the Ames Grain & Fuel Co., and W. T. Barr, sec'y-treas. J. M. Munsinger will be mgr. for the coming year and L. E. Munsinger, assistant mgr.



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MILWAUKEE

Hobart sta. (Algona p. o.), Ia.—The Farmers Elevtr. Co. has taken over the elevtrs. of E. W. Cook. A. G. Reed has been elected mgr.—A. E. A.

Dawson, Ia.—M. Nielsen, formerly mgr. for the Rothschild Grain Co. at Wiota, has removed to this place, where he will be employed by the Farmers Grain Co.

Estherville, Ia.—We have bot the elevtr. of Greig & Zeeman on the Rock Island. They have opened the elevtr. they own on the M. & St. L.—E. B. Anderson & Sons.

Cedar Rapids, Ia.—The Clifford-Matthews Co. incorporated; capital stock, \$20,000; incorporators, Chas. R. Matthews, William H. Matthews, Jr., and L. W. Gifford.

Newburg, Ia.—The Newburg Co-operative Elevtr. Co. has increased its capital stock to \$60,000. The company recently took over the local general merchandise store.

Cherokee, Ia.—The Weart & Lysaght Co. is making minor repairs in its elevtr. at this place, and putting it in proper condition to receive a crop. D. F. Hoag & Co. are doing the work.

Malcom, Ia.—John Mangold has purchased the elevtr. of W. G. Blair & Co., a 240-acre farm forming part of the consideration. Mr. Blair has not made any definite plans for the future.

Coon Rapids, Ia.—The Iowa Grain Co. has bot the elevtr. of the Albers Commission Co. at this place, and has taken possession. R. L. Wood, formerly mgr. for the Farmers Elevtr. Co., is mgr.

Dickens, Ia.—We are building a 30,000 bu. concrete elevtr., which will be modern in every way. C. M. Varney is building a 25,000-bu. hollow block house.—Dickens Farmers Elevtr. Co., E. P. Pierce, mgr.

Fernald, Ia.—R. C. Reed, mgr. for the Farmers Grain Co., has resigned to enter Y. M. C. A. work overseas. He will be succeeded by A. Grove, formerly mgr. for the Farmers Elevtr. Co., of Story City.

Kelley, Ia.—We are building an ear corn annex at this place, with a capacity of about 5,000 bus. We are also putting up coal houses with a capacity of about 15 tons.—Central Iowa Grain Co., Des Moines.

Jolley, Ia.—E. T. Lyons, who has been mgr. for the Jolley Farmers Elevtr. Co. for the past year, has resigned to enter the employ of the Guarantee Veterinary Co., of Sioux City. Ed. Clark will be temporary mgr.

Burlington, Ia.—E. J. Wiese, for the past 5 years mgr. for the Trans-Mississippi Grain Co. in this city, will remove to Omaha, Neb., where he will be in charge of the consignment dep't of the company.

Templeton, Ia.—We have decided not to build a new elevtr. this summer, but will be ready to build next spring. We are making temporary repairs in our present elevtr.—Templeton Farmers Elevtr. Co., John Bock, mgr.

Knierim, Ia.—John Engleman has succeeded Earl Galbreath as mgr. for the Knierim Grain & Coal Co. Mr. Galbreath has removed to Sac City, where he will be mgr. for the Independent Farmers Grain Co.—A. E. A.

Anthon, Ia.—We have installed a 10-ton dump scale, rebuilt our driveway and put in new approaches. I have succeeded W. H. Drake as agt. here. Mr. Drake will be assistant traveling supt. for this company.—Quaker Oats Co., G. C. Logan, agt.

Panama, Ia.—The Farmers Grain & Merc. Co., which was recently incorporated, has elected Chris. Gau, pres., and Jos. B. Leuschen, sec'y. The new company will buy and sell grain, live stock, agricultural products, lumber, building material, etc.

Sac City, Ia.—Earl Galbreath, of Knierim, has succeeded Mr. Nelson as mgr. for the Independent Farmers Elevtr. Co. here. Mr. Nelson has leased the elevtr. of M. Goltry at Newell, and will take it over in a short time. The Farmers Elevtr. Co. is installing a new dump. This change was due to auto trucks mostly. It is claimed that the dump to be installed will take care of any vehicle.—A. E. A.

Dickens, Ia.—I am building a 25,000-bu. circular elevtr. of vitrified blocks with concentric walls. Fairbanks Morse Scales will be used at bottom, and Richardson Scales at top. Western Machinery, manlift, etc., will also be installed.—C. M. Varney.

Ogden, Ia.—The Farmers Co-operative Elevtr. Co. has purchased the elevtr., coal and grain business of A. H. Ehmke. Possession was given July 1, and the business is being operated in conjunction with the business already established by the new owners.

Atlantic, Ia.—E. Rothschild moves to Omaha, July 22, to take charge of the Fischer-Rothschild Grain Co. C. V. Fischer sold out his interest to him. Abe Rothschild, assisted by George Rau, will have charge of the office in this city.—Rothschild Grain Co.

Marsh, Ia.—A new office, 24x38, has been erected by the Farmers Elevtr. Co., and new furniture and fixtures will be installed. The company contemplates adding a line of feeds, and the section of the building opposite the scales will be used as a feed warehouse.

Laurens, Ia.—The Farmers Trading Co. is completing its 50,000-bu. reinforced concrete elevtr. The equipment consists of 1 steel leg, with V cups, 7½-h. p. motor, silent chain drive, steel manlift and 1 dump. The pits are also constructed of reinforced concrete. The building was constructed by D. F. Hoag & Co.

Wesley, Ia.—I have accepted a position with the Kunz Grain Co. The company is enlarging its elevtr. storage by an annex of 20,000 bu. capacity. A Fairbanks Automatic Scale and automatic dump are also being installed, and the elevating capacity is being increased by the installation of 6x11 cups.—J. H. Reiber.

Albion, Ia.—The Albion Farmers Elevtr. Co. has bot the elevtr. of Charles Robinson at this place. The company paid \$15,000 for the elevtr. and office building. F. M. Darling, of Marshalltown, will manage the business and will also be in gen'l charge of the elevtr. at Marietta sta. (Marshalltown p. o.), which the company recently purchased. The company will operate both elevtrs. altho they may not keep the Marietta elevtr. open all the year.

Humboldt, Ia.—The Farmers Elevtr. Co. is erecting a 12-foot addition to its office, and a concrete vault. G. A. Arnold, who has been mgr. for the company for the past year, has resigned his position to become effective Dec. 1. He will remove to a new town called Denhart, where he will engage in business with Davis Bros. under the name of Davis Bros. & Arnold. The new firm will build a 75,000-bu. elevtr. with large lumber and coal sheds.

Steamboat Rock, Ia.—The elevtr. of the H. Potgeter Grain Co. has been completed. The building is 70 feet high to the top of the cupola. The 9 bins have a combined capacity of 30,000 bus., and the elevating capacity is 12,000 bus. per hour. The lower 20 feet of the bins of 2x6 cribbing, while the upper 22 feet is of 2x4 cribbing. The interior arrangement is strictly up-to-date. All the machinery, including the 5-h. p. electric motor, is in the cupola.

Hardy, Ia.—The elevtr. of the Farmers Elevtr. Co. was burned to the ground recently. The fire was discovered in the afternoon in the top part of the building, and could not have been entirely put out, for while the mgr., Tom Heggan, and his helper, were out to suppress the fire broke out afresh, and before help could be secured it was beyond control. About 7,000 bus. of grain in the elevtr. was destroyed. The company will probably rebuild this fall.

Cedar Rapids, Ia.—A meeting of local grain dealers was held at the Montrose Hotel in this city, July 18, under the auspices of the Western Grain Dealers Ass'n. The main purpose of the meeting was to inform the dealers with reference to the regulations that have been promulgated by the Food Administration. Demonstrations were made of the proper method of

inspecting wheat under federal rules. The grading of wheat under government standards was also discussed.

KANSAS

Sylvan Grove, Kan.—Fred Holle is the new mgr. for the Farmers Elevtr. Co.

Zenda, Kan.—The Farmers Co-operative Co. incorporated; capital stock, \$12,000.

Salina, Kan.—The Universal Mill & Elevtr. Co. incorporated; capital stock, \$100,000.

Galatia, Kan.—The Farmers Union Co-operative Ass'n incorporated; capital stock, \$30,000.

Chetopa, Kan.—The Huggins Bros. Grain Co. has moved its offices to the Latta Building.

Topeka, Kan.—The Thomas Page Mfg. Co. has increased its capital stock to \$300,000.

Esbon, Kan.—J. L. Stitt is now mgr. for the Jewell County Co-operative Union Business Ass'n.

Yates Center, Kan.—We are increasing our capacity to 35,000 bus.—Woodson County Grain Co.

Oakley, Kan.—Mr. Behan has succeeded F. B. Roots as mgr. for the Hays City Mfg. & Elevtr. Co.

Patterson, Kan.—The N. Sauer Mfg. Co. is building an 18,000-bu. elevtr. here.—James Borin, mgr.

Cunningham, Kan.—C. A. Mertz took charge of our elevtr. here July 1.—Farmers Grain & Elevtr. Co.

Belle Plaine, Kan.—C. R. Dadisman has succeeded Earl Chapman as mgr. for the New Era Mfg. & Elevtr. Co.

Garden Plains, Kan.—We are operating the elevtr. of J. L. Kepler at this point.—Imperial Mills Co., Wichita.

Coldwater, Kan.—L. E. Ginder has succeeded Earl Martin as mgr. for the Larrabee Flour Mills Corp. at this point.

Castleton, Kan.—The Consolidated Flour Mills Co., of Hutchinson, has purchased the elevtr. of the Farmers Elevtr. Co. at this place.

Huron, Kan.—The Farmers Union has bot and will remodel the elevtr. of A. F. Allen.—Farmers Union Co-operative Ass'n, Everest.

Quinter, Kan.—The house of the Shellabarger Mill & Elevtr. Co., also the house of John F. Jones, have not been opened this year.—J. Reed.

Eldorado, Kan.—Ray E. Smith is operating the Aikman Elevtr. at this place, under the name of the Eldorado Feed Co.—Imperial Mills Co.

Wellford, Kan.—The Consolidated Flour Mills Co., of Hutchinson, has purchased the elevtr. at this point owned by the Artesian Valley Mfg. Co., of Meade.

Fort Scott, Kan.—Damage to the extent of \$1,000 was done to the elevtr. of the Mead Grain Co. in this city by a fire that originated in the cob house.

Collyer, Kan.—Mr. Brumgarner, of Plainville, is now mgr. for the Trego County Co-operative Ass'n. He succeeded Charles Fisher, who resigned July 1.

Shook sta. (Anthony p. o.), Kan.—Charles Burle, of Bluff City, has leased the elevtr. at this station, and is now in charge. He will remove to Anthony this month.

Linn, Kan.—I have removed here from Guy, and am operating my own elevtr. My brother, Fred Crum, who ran it last year, has gone to the army.—Don R. Crum.

Oak Hill, Kan.—F. H. Gripp, formerly agt. for the Kansas Flour Mills Co., of Wichita, at Penokee, is now temporary mgr. for the same company at this point.

Glen Elder, Kan.—Ben Thompson will manage the elevtrs. of the Kaul Mfg. Co. this summer. For several years he held a similar position with the Farmers Union.

Eureka, Kan.—The Eureka City Roller Mills is now under new management, R. E. Teichgraber having leased the plant, which includes its elevtr., to his son, R. C. Teichgraber.

Hillsboro, Kan.—The Friesen Grain Co. has sold its elvtr. at this place to the Farmers Equity Union, and has leased the elvtr. of the Tampa Grain Co. at Tampa.

Bonner Springs, Kan.—The Tiblow Mills will erect a 20,000-bu. concrete elvtr. A 4-story frame addition on the north side of the mill will also be built to make room for more machinery.

Turon, Kan.—We have just completed 3 storage tanks giving us a total storage to run our mill about 70 days. The tanks are made of hollow tile.—"John R" Mills Co., C. A. Sweetser, mgr.

Menlo, Kan.—We have recently completed our new coal bins. The building is iron clad and built on a solid cement foundation.—Menlo Farmers Union Co-operative Ass'n, J. S. Mahanna, mgr.

Salina, Kan.—The Robinson & Latto Grain Co. of Great Bend, has discontinued business in that city. The writer has opened an office here under the name of the C. R. Latto Grain Co.—C. R. Latto.

Goddard, Kan.—We are operating the house of the Farmers Elvtr. Co. at this place. The Stevens-Scott Grain Co. has sold its elvtr. here to the Larabee Flour Mills Corp.—Imperial Mills Co., Wichita.

White City, Kan.—The White City Grain Co., W. H. Dodderidge & Son proprietors, has just completed a 3,000-bu. house. The undersigned is mgr. and J. C. Martin is assistant mgr.—R. R. Dodderidge, mgr.

Great Bend, Kan.—The Robinson & Latto Grain Co. has gone out of business at this place. C. R. Latto has opened an office at Salina, where he is doing business under the firm name of the C. R. Latto Grain Co.

Kansas dealers who are opposed to the excessive advance in freight rates on coarse grains can make their protest most effective by writing E. R. Lincoln, Kansas City, Mo., chairman of the District Freight Traffic Com'te, as the matter has been delegated to him by the federal railroad administration.

Tampa, Kan.—We have sold our elvtr. at Hillsboro to the Farmers Equity Union, and have leased the elvtr. of the Tampa Grain Co. here. The style of the firm at this place will be the Friesen Grain Co., and we will conduct a business along the same lines as we did at Hillsboro.—Friesen Grain Co., J. S. Friesen.

Altamont, Kan.—The Farmers Co-operative Elvtr. Co. has let contract to the White Star Co. for the erection of an elvtr. and warehouse. The equipment will include a 10-h. p. Fairbanks Engine, Fairbanks Type-Registering Wagon Scale, Richardson Automatic Scale, White Star Special Elvtr. with friction clutch drives, and a Eureka cleaner.

Lyons, Kan.—The Farmers Elvtr. Co. has purchased the 2 elvtrs. of the Leonard Mill & Elvtr. Co. at this place. These elvtrs., one of which is on the Mo. Pac. Ry. and the other on the Frisco Line, were recently purchased from C. E. Cooper by the Leonard Mill & Elvtr. Co. D. E. Woodrell, of Fowler, will be mgr. for the new company.

WICHITA LETTER.

We have installed a new line of machinery in our mill in this city. Imperial Mills Co.

We have purchased the Larabee Elvtr. in this city, known as the Steven Scott Elvtr.—J. W. Craig Grain Co., J. W. Craig.

Have quit business. The writer is now associated with the Stevens-Scott Grain Co.—Baldwin-Barr Grain Co., C. A. Baldwin.

The Wichita Terminal Elvtr. Co. is installing a drier in its elvtr. The new structure will be 30x60 feet, and 70 feet high. It will have a capacity of 12,000 bus. a day.

The following directors were elected at the annual meeting of the Wichita Terminal Elvtr. Co., held July 9: Henry Lassen, pres.; C. B. Warkentin, Newton, and A. J. Hunt, Arkansas City, vice-presidents; and L. H. Powell, sec'y-treas.

The writer is now connected with the Red Star Mlg. Co., of this city, as mgr. of the grain dept. In addition to operating a line of 25 elvtrs., which we own, we will do a general grain business the same as the writer has done in the past. We feel that we are in an excellent position to care for a considerable volume of business.—J. R. Harold, mgr., grain dept., Red Star Mlg. Co.

KENTUCKY

Mt. Sterling, Ky.—Robert Collier is a new partner, having bot the interest of W. S. Lloyd. Mr. Collier will be assistant mgr.—Monarch Mlg. Co.

LOUISIANA

Monroe, La.—Our plant has been completed. At present we are operating only a warehouse, and doing a wholesale grain business. Trade conditions in this section very promising owing to large acreage and splendid condition of cotton.—Monroe Mill & Elvtr. Co.

Natchitoches, La.—The elvtr. of the Natchitoches Grain & Elvtr. Co. was burned recently. The fire is supposed to have started from a pile of cobs near the building which were set on fire by a passing engine. Sixteen hundred bus. of ear corn in the building were destroyed. The building and equipment were valued at \$8,000, and were insured for \$7,000. The plant was owned by Lieut. Earl Freeman and Sergt. Winbarg, of the Quartermasters Corps, both stationed at Camp Beauregard.

MARYLAND

Providence sta. (Elkton p. o.), Md.—Fire destroyed the large warehouse of Biles & Mackey recently. Grain and hay valued at from \$15,000 to \$20,000 was destroyed.

BALTIMORE LETTER.

William Hopps, for many years a leading grain and hay merchant in this city, and for 35 years a member of the Chamber of Commerce, died at his home in Hyde, July 13, aged 72 years.

James C. Legg, a member of the firm of John C. Legg & Co., and also a member of the Chamber of Commerce, has been appointed by Gov. Harrington as a member of the Public Service Commission of Maryland, to succeed E. Clay Timanus, whose term has expired.

The management of the grain elvtrs. of the Balt. & Ohio R. R. and the Western Maryland Ry. in this city, having been consolidated, the following appointments, with headquarters here, are now effective: J. A. Peterson, supt. of elvtrs., J. H. Warren, assistant supt. of elvtrs.

MICHIGAN

Davison, Mich.—The Burroughs-Wolohan Elvtr. Co. is contemplating purchasing a grain trier.

Lansing, Mich.—B. W. Langerbacher, a member of the firm of Christian Breisch & Co., is seriously ill with pneumonia.

East Leroy, Mich.—D. S. Case has sold his business at this place to W. H. Nelson, of Albion, and has removed to Battle Creek.

Detroit, Mich.—The headquarters of the meeting of the Michigan Hay & Grain Ass'n, to be held Aug. 8, will be at the Hotel Tuller.

Fairgrove, Mich.—We have sold out to the Farmers Co-operative Elvtr. Co., and are no longer in business.—F. H. Richardson & Co.

Williamston, Mich.—We have shipped from July 1, 1917, to July 1, 1918, approximately 15,276 bus. of wheat, 42,015 bus. of oats, and 2,508 bus. rye.—Williamston Elvtr. Co.

Applegate, Mich.—We did not have a fire in our elvtr. Two hay barns belonging to the Stockbridge Elvtr. Co., of Jackson, burned with about 800 tons of hay.—Bad Axe Grain Co., Geo. J. Young, mgr.

Battle Creek, Mich.—I am now located in this city. I sold my business at East Leroy to W. H. Nelson, of Albion, who took it over June 14. He will continue handling grain, feed and coal.—D. S. Case.

Detroit, Mich.—The commission charges for wheat will be 1% beginning July 15. Commission charges for other grains will be as follows: Rye, barley, shelled corn, buckwheat, 1%, effective May 1, 1917. Ear corn, 2c per cwt.

Detroit, Mich.—Charles C. Hoffman, formerly chief scale inspector for the Indianapolis Board of Trade and the Indiana Grain Dealers Ass'n, has been employed as chief weighmaster and scale inspector of the Board of Trade in this city.

Durand, Mich.—Fire recently damaged the elvtr. of the Farmers Elvtr. Co. to the extent of \$2,000. There was about \$5,000 worth of beans, oats, and seed on hand. The building was insured for \$5,000, and the contents for the same amount.

Brent Creek, Mich.—The Brent Creek Co-operative Elvtr. Co. has taken over the business of the Brent Creek Elvtr. Co. The old company has dissolved and are out of business. Geo. Zental is mgr. for the new company.—Thos. McNally.

Carsonville, Mich.—Two hay sheds adjoining our elvtr. were burned in the recent fire, but the elvtr. was not injured. One shed was ours and the other belonged to the McMorran Mlg. Co., of Port Huron. They were partly covered by insurance.—Carsonville Elvtr. Co.

Caledonia, Mich.—The Caledonia Co-operative Elvtr. Ass'n is incorporated, but as yet has not made arrangements as to whether they will build or buy the elvtr. already here. Jesse Pickett is pres., and Melvin Shisler is sec'y. A mgr. has not been selected.—X.

Albion, Mich.—We are building an elvtr. for beans, also a warehouse, 25x56 feet, and putting a bridge across the race at a cost of \$20,000. We are remodeling our old elvtr., installing new cleaners, and separate motors on all machines and elvtrs.—Albion Farmers Elvtr. Co.

Muskegon, Mich.—About Aug. 1, the plant of the Muskegon Mlg. Co. will again be in operation, practically a new building and entirely new equipment having been installed at the main building, which formerly belonged to the Racine Boat Co. Two mills, together grinding 4 tons of grain an hour, have been installed. A separator, which will clean 1,000 bus. of grain an hour, and the elvtr. of 22,000 bus. capacity, have also been installed. The warehouse will have a capacity of 15 cars. Paul DeLong is treas. and gen'l mgr. of the concern. In all there are 8 concrete tanks at the new plant, 4 large and 4 smaller ones. Two of the large tanks are divided, making 10 separate bins in all. Since the company's plant burned last August there has been no elvtr. business conducted in the city.

MINNESOTA

Barnum, Minn.—An elvtr. of 25,000 bus. capacity will be built.

Milan, Minn.—B. G. Johnson is now mgr. for the Farmers Elvtr. Co.

Browns Valley, Minn.—I expect to go out of the grain business.—R. U. Heath.

St. Hilaire, Minn.—Tom Hovet is now mgr. for the St. Hilaire Farmers Co-operative Elvtr. Co.

West Concord, Minn.—The Farmers Merc. & Elvtr. Co. has bot the coal business of the local dealer.

Stephens, Minn.—The Farmers & Merc. Elvtr. Co. has installed a large Fairbanks Morse engine in its elvtr.

Lake City, Minn.—Geo. Van Halmst has succeeded E. L. DeMarce as mgr. of our elvtr.—Jas. A. Smith Elvtr.

Darwin, Minn.—Thomas Casey has been elected pres. of the Farmers Co-operative Elvtr. Co., and J. E. Nelson, sec'y.

Cokato, Minn.—The Osborne-McMillan Elvtr. Co. is repairing its elvtr. and installing a dump scale.—Farmers Elvtr. Co.

Downer, Minn.—The National Elvtr. Co. has made extensive improvements in its plant. The T. E. Ibberson Co. did the work.

Litchfield, Minn.—The Independent Co-operative Elvtr. Co. recently elected Albert Marquardt, pres., and D. B. Johns, sec'y.

Hayward, Minn.—We have bot a cleaner to be installed in our elvtr. about Aug. 1. —Farmers Elvtr. Co., P. J. Fibelstad, mgr.

Florence, Minn.—The Farmers Elvtr. Co. has let contract to the T. E. Ibberson Co. for the installation of new equipment in its plant.

Beardsley, Minn.—Mr. Wendt, of South Dakota, has purchased a half interest in the elvtr. of D. E. Geier at this place, and will be mgr.

New London, Minn.—Work has commenced on the elvtr. of 35,000 bus. capacity, which the New London Mlg. Co. is building here.

Kanaranzi, Minn.—W. F. McDowell, formerly mgr. for the Farmers Elvtr. Co. at Ash Creek, is now mgr. for the Kanaranzi Elvtr. Co.

Carpenter, Minn.—The Hunting Elvtr. Co. is making repairs in its elvtr. at this place. The work is being done by the T. E. Ibberson Co.

Sleepy Eye, Minn.—Ed. Birkner is making improvements in his elvtr. and is building new storage. The T. E. Ibberson Co. has the contract.

Taunton, Minn.—G. W. Van Dusen & Co. have completed improvements and repairs in their elvtr. here. The T. E. Ibberson Co. did the work.

Raymond, Minn.—Chris. Alpha, formerly mgr. for the Maynard Farmers Elvtr. Co., at Maynard, is now mgr. for the Farmers Elvtr. Co. at this place.

Marshall, Minn.—The Farmers Mlg. & Elvtr. Co. incorporated; capital stock, \$50,000; incorporators, H. R. Wollin, R. M. Neill, S. J. Forbes, and others.

Ash Creek, Minn.—D. W. Campbell has succeeded W. F. McDowell as mgr. for the Ash Creek Farmers Elvtr. Co. The latter has removed to Kanaranzi.

Rothsay, Minn.—The National Elvtr. Co., at this place, has completed improvements and repairs on its plant. The work was done by the T. E. Ibberson Co.

Wall Lake sta. (Fergus Falls p. o.), Minn.—The Farmers Elvtr. Co. is contemplating either selling or renting its elvtr. at this station for the season of 1918.

Walnut Grove, Minn.—We have given our elvtr. here a general overhauling, installing a new pit pan, driveway, etc.—Eagle Roller Mill Co., F. R. Foster, agt.

Cleveland, Minn.—C. Roscoe Davis, for the past 10 years mgr. for the Farmers Co-operative Elvtr. Co., is a candidate for representative from Le Sueur County.

Porter, Minn.—The Farmers Elvtr. Co. at this place is having a new cleaner installed and other improvements made. The T. E. Ibberson Co. is doing the work.

Alexandria, Minn.—The Alexandria Farmers Elvtr. Co. incorporated; capital stock, \$10,000; incorporators, Peter O. Unumb, Chas. J. O'Brien, and C. F. Ralfer.

Lyle, Minn.—The Hunting Elvtr. Co. will make extensive improvements in its plant here, and new equipment will be installed. The T. E. Ibberson Co. will do the work.

Dennison, Minn.—The Dennison Farmers Elvtr. Co. has awarded contract to the T. E. Ibberson Co. for the installation of new legs, new motors, and other equipment.

Hadler, Minn.—The Hadler Farmers Co-operative Elvtr. Co. has been organized here. John Wagner is pres., and Jacob Hadler is sec'y. The new company will either buy or build an elvtr.

Red Wing, Minn.—The Red Wing Mlg. Co. is installing large receiving scales, making alterations in its mill, and also making other general improvements. The T. E. Ibberson Co. is doing the work.

Rushmore, Minn.—F. J. Johnson, mgr. for the Farmers Grain & Supply Co., has purchased the elvtr. and property of the Rushmore Grain Co., which retires from the grain business for the time being.

Cobden, Minn.—We removed pit from our old elvtr. here and shipped it to Walnut Grove to replace worn out one there. We also did some repairing on our elvtr. here.—Eagle Roller Mill Co., J. R. Town, agt.

Waverly, Minn.—Dennis Fitzpatrick has succeeded H. J. Perra as mgr. for the Farmers Elvtr. Co. Mr. Fitzpatrick was formerly sec'y of the company, and Mr. Perra resigned to engage in business for himself elsewhere.

Strandquist, Minn.—T. Timanson has succeeded F. L. Rasmussen as mgr. for the Farmers Elvtr. Co., Mr. Rasmussen having removed to Hickson, N. D., where he has taken a position with the Great Western Grain Co.

Lakefield, Minn.—Work has been started on the new coal handling plant for the Farmers Elvtr. Co. The plant will have 8 all overhead hoppers bins, with a capacity of 800 tons. The T. E. Ibberson Co. has the contract.

Evansville, Minn.—The National Elvtr. Co. has recently made extensive improvements in its plant. New legs and other equipment have been installed and the house has been painted. The T. E. Ibberson Co. had the contract.

Carlisle, Minn.—The Farmers Grain & Merc. Co. has made improvements in its plant by installing a new dump scale, new driveway, new boot tank, and other equipment, and is also painting the house. The T. E. Ibberson Co. did the work.

Waubun, Minn.—We are planning on building a 10,000-bu. annex. We have installed a new cleaner, and a new type Fairbanks Morse 10-h.p. engine. We are also making other improvements, besides adding 2 coal bins, making 8 in all.—Waubun Elvtr. Co.

Minnetota, Minn.—The Eagle Roller Mill Co., of New Ulm, has let contract to the T. E. Ibberson Co. for the erection of a 30,000 bu. elvtr. at this place. The old elvtr. has been wrecked and the new one will stand on the site of the old one.

Luverne, Minn.—The Coffey-Miller Grain Co., of this city, which operates a line of elvtrs. in Minnesota, has changed its name to the Mannigel-Moreland Grain Co. John Mannigel is pres., and E. H. Moreland, sec'y-treas.

Ghent, Minn.—G. W. Van Dusen & Co. have completed their elvtr. at this place. It has a capacity of 20,000 bus., and is equipped with motor power. A coal shed is built in connection with the plant. The T. E. Ibberson Co. had the contract.

Dale, Minn.—The Hawley Farmers Elvtr. Co., of Hawley, has let contract for the erection of a 20,000-bu. capacity elvtr. at this place, and expect to have the house ready for this crop. The undersigned will manage both the house at Hawley and this point.—J. Fridlund.

Winona, Minn.—The Bay State Mlg. Co. will double the capacity of its corn products mill. The company has also negotiated with the C. B. & Q. R. R. for the old Krumdieck mill and elvtr., including the property occupied by the Winona branch of the Minneapolis Brewing Co.

Rockville, Minn.—The Rockville Farmers Co-operative & Mill Assn., which was recently organized with a capital stock of \$15,000, has an elvtr. of 40,000 bus. capacity and a 60-bbl. mill on the Great Nor. Ry. The company will buy the old mill here if a suitable price can be arranged.

Duluth, Minn.—The executive com'te of the Board of Trade will eliminate speculative operations in grains as far as possible this season. Largely as a result of the recent bullish activity in the flaxseed market, operators are now being required to report to the mgr. of the clearing house at the close of each day's business the names of their principals in all open trades, and are required to state whether the trades are speculative or hedging.

Marshall, Minn.—Work on the new corn mill for the Marshall Mlg. Co. is about completed. New track scales are being installed and also other equipment. The T. E. Ibberson Co. is doing the work.

Canby, Minn.—The Canby Roller Mill Co., which operates a 50,000-bu. elvtr. in addition to its mill, has raised the roof of the mill, and added one more story. Other improvements have been made including the raising of the capacity to 700 bbls. a day. The T. E. Ibberson Co. did the work.

St. Paul, Minn.—The St. Paul Mlg. Co. is building a large elvtr. and flour mill. The foundation is now being put in. The house will be fully equipped, and it will have a track scale. The company has added capacity for milling as well as grain storage. The T. E. Ibberson Co. has the contract.

Kimball, Minn.—The new 35,000-bu. elvtr. of the Farmers Elvtr. Co. is nearing completion. It has 16 bins and is equipped with 2 legs, cleaner, manlift, Richardson Automatic Scale, Howe Dump Scale, two 5-h.p. motors, one 3-h.p. motor, and silent chain drives. D. F. Hoag & Co. have charge of the construction.

Lake City, Minn.—The Farmers here have organized a company and have bot the elvtr. and coal sheds formerly owned by P. Beck & Son. We will start to do business as soon as the new crop begins to move. I was formerly mgr. of the Jas. A. Smith Elvtr., owned by the Jas. A. Smith Lbr. Co. here. I took up the work as mgr. of the Farmers Elvtr. July 1.—E. L. DeMarce.

Danube, Minn.—The new concrete elvtr. for the Danube Farmers Elvtr. Co. is about completed. It has a capacity of 30,000 bus., is divided into 15 bins, is equipped with 2 steel legs, cleaner, Richardson Automatic Scale, steel manlift two 7½-h. p. motors, and one 5-h. p. motor. The office is absolutely fireproof, and in addition to the elvtr. the company has built a reinforced concrete warehouse for the storage of about 3 carloads of flour and feed. H. G. Schimming, of Wheaton, is the new mgr. for the company.

St. James, Minn.—Work has commenced on the elvtr. which the Farmers Grain Co. will build to take the place of the one destroyed by fire several months ago. The new elvtr. will be a 35,000-bu. concrete structure with 10 bins, all up above hopper bottom so that the whole width of the elvtr. can be used for the work floor. There will be a full basement, and a concrete warehouse, 20x30, for storing twine and machinery, will be built on the side of the elvtr. The elvtr. will be perfectly round, and equipped with an elvtr. leg, 1 dump scale, automatic scale, cleaner, and manlift. Two motors and 1 engine will be installed for power. The office will be 12x30, with a built-in vault. It is expected that the elvtr. will be ready to handle grain by Sept. 15.

MINNEAPOLIS LETTER.

Frank A. Eaton, son of Charles Eaton, of the Concrete Elvtr. Co., has become associated with the company.

The G. F. Gee Grain Co. has installed new cleaners in its plant. The T. E. Ibberson Co. had the contract.

Future trading in rye has been resumed on the Chamber of Commerce floor. Rules are the same as those governing trading in oats and corn.

H. G. Thompson has been admitted to membership in the Chamber of Commerce Ass'n; L. W. Flood, and Frank A. Eaton have made application for membership.

The Cargill Commission Co. entertained its employees and families at Lake Minnetonka recently. Dinner was served at a hotel and a boat ride was enjoyed during the evening.

W. L. Oswald, for the past year in charge of the Seed Reporting Service of the U. S. in this city, and formerly in charge of the Seed Testing Laboratory and the enforcement of the seed laws of the State of Minnesota, has become identified with the Gould Grain Co. of this city, and will have

charge of the seed and feed dep't for the company.

Herman Berg, who was formerly a partner in the firm of Hagen & Berg, has sold his interest in the company to Mr. Hagen. He has formed the Berg-Terwilliger Co., which will do a general grain business.

A traveling representative's license has been issued to N. Smokstad to represent the Lamb-McGregor Co. Traveling representative's licenses have been applied for by Ora DeBord and C. W. Sprague to represent the Armour Grain Co.; by A. D. Anderson to represent the Tenney Co.; by M. C. Johnson to represent McDonald & Wyman.

MISSOURI

Overton, Mo.—J. N. Sartin is contemplating erecting an elvtr.

Elsberry, Mo.—The Farmers Co-operative Elvtr. Co. will build a new elvtr.

Jonesburg, Mo.—We have sold our business to J. F. Ahmann, of Marthasville.—Wilson Bros.

Fassaic, Mo.—The Farmers Club has bot the elvtr. of the Passaic Elvtr. Co. Kari Thompson is mgr.

St. Louis, Mo.—Smoking on the floor of the Merchants Exchange during trading hours has been prohibited since July 8.

Springfield, Mo.—The mill of the Link Mfg. Co. was burned on July 14. An elvtr., operated in connection with the mill, was saved.

Independence, Mo.—Geo. P. Gates, who founded the Wagoner-Gates Mfg. Co., and was one of the partners, died recently aged 83 years.

Charleston, Mo.—The Hutson Grain Co. will build a grain elvtr. and warehouse at this place. The plant will be one story high, 30x100 feet.

Merwin, Mo.—My partner and I are building an elvtr. of 12,000 bus. capacity. It is built of tile and is absolutely fireproof.—Owen Groves.

St. Joseph, Mo.—The J. L. Frederick Commission Co. incorporated; capital stock, \$30,000; incorporators, Joseph L. Frederick, John M. Flynn, and John W. Dailey, to deal in grain, hay and coal.

Aurora, Mo.—The Majestic Mfg. Co. has purchased the business of the Gardner Grain Co. The local retail and jobbing business of the company will be handled thru the north town warehouse, which will be known as the Majestic Supply Co.

Keytesville, Mo.—A. S. Taylor has sold his interest in the grain elvtr. of Taylor & Moore to Walter S. Owens, who with Wm. Moore has organized the Keytesville Grain Co., which is now open for business. Mr. Owens will be the head of the new firm, but will still retain his connection with the Carlisle Commission Co.

Lamar, Mo.—The elvtr. of Thos. Egger was burned July 9, with several surrounding storehouses. The elvtr. contained 10,000 bus. of wheat, and about 8,000 bus. of corn, which were a total loss. It is believed the fire originated from a hot box. Mr. Egger writes: "The loss on the building was \$20,000, and on the grain \$20,000, making a total loss of \$40,000. No plans as yet for rebuilding as labor and material are hard to obtain."

KANSAS CITY LETTER.

Ralph E. Speer, of Muscotah, is now traveling solicitor of consignments for the Wisler Grain Co., of this city.

Two memberships on the Board of Trade sold recently at \$9,500 each, transferred, or more than \$1,000 above the former record price.

I. H. Blood has bot the membership of Otto Swaller, and Oscar T. Cook has applied for membership on transfer from L. R. Stevens in the Board of Trade.

Martin Hicks is again our traveling representative on the road soliciting consignments of grain to the Kansas City market. With the exception of a few seasons Mr. Hicks has traveled for us

since 1897.—W. S. Nicholson Grain Co., Robert Nicholson.

Laborers at the various grain elvtrs. in this city struck for higher wages recently. They were out a few hours only when their demand for an increase of 12½c per hour was granted, and hereafter they will receive .50c an hour. Between 150 and 200 employes will be affected.

Members of the Board of Trade have adopted amendments to the by-laws increasing commission charges for handling grain on shipping orders. The new charges are 1 per cent of the purchase price for wheat and on other grains, with a maximum and minimum charge. Charges between members will be slightly lower.

The highest price ever paid for a membership of a grain exchange in the U. S. was given July 10 by C. S. Leach, mgr. of the new office of the Langenberg Bros. Grain & Hay Co. of St. Louis, in this city, for a membership in the Board of Trade, \$10,000 being the amount paid by Mr. Leach. The membership was bot under a provision of the board's rules which permit the sale of memberships in addition to the original 200 at \$10,000 each. This is the first sale of that kind, all others being mere transfers from an old member to a new one. A resolution is now pending to raise the additional membership to \$15,000.

We have opened our office here under the management of I. H. Blood, who was formerly mgr. of the Norris Grain Co. at Wichita. Mr. Blood will be assisted on the floor by Oscar T. Cook, who was supt. of the inspection dep't of the Food Administration Grain Corporation. It is the intention of this company to do a general commission, grain and merchandising business, having 3 separate dep'ts, consignment, mill orders, and mill feeds, each in charge of a capable man.—Beyer Grain Co., I. H. Blood, vice-pres.

MONTANA

Mildred, Mont.—Fire has destroyed the elvtr. of the Columbia Elvtr. Co.

Winnett, Mont.—The Independent Elvtr. Co. is not in business here as reported.

Intake, Mont.—Howard Miner is now mgr. for the Occident Elvtr. Co. at this place.

Salesville, Mont.—The Montana Equity Elvtr. Co., of Great Falls, will build an up-to-date elvtr. at this place.

Denton, Mont.—J. M. Clancy, of Rogers, S. D., has succeeded George Hayes as mgr. for the Farmers Co-operative Elvtr. Co.

Lewistown, Mont.—C. T. Lord, formerly mgr. for the Montana Elvtr. Co. at Lavina, has been transferred to this city by the company.

Manhattan, Mont.—The Montana Equity Elvtr. Co., of Great Falls, is contemplating building an elvtr., modern in every respect, at this point.

Three Forks, Mont.—The elvtr. of the Three Valleys Co-operative Ass'n has been transferred to the Montana Equity Co., of Great Falls.

Choteau, Mont.—The elvtr. of the Rocky Mountain Elvtr. Co. has been moved from the Great Nor. Ry. to the C. M. & St. P. Ry. right of way.

Bynum, Mont.—We will install an automatic scale, a Richardson Cleaner, feed grinder, and a 25-h.p. engine. We will also build an additional warehouse.—Equity Co-operative Ass'n, J. C. Kramer, mgr.

Rudyard, Mont.—The elvtr. of the Equity Co-operative Ass'n burned July 17. The building was totally destroyed, and the loss on grain was about \$4,000. The company had \$9,000 insurance on the building and \$11,000 on the grain.

Wibaux, Mont.—H. B. Hanson has taken charge of the Wibaux Elvtr. Co. I am leaving the 15th, having been called to the colors. A line of machinery has recently been installed in the elvtr.—Occident Elvtr. Co., J. P. Jentges.

Roberts, Mont.—Lightning struck our elvtr. at this place, June 20, and damaged the cupola. It also split some cribbing in the foundation where it went out. No damage was done to grain as the fire was put out at once. A small fire started in the splintered roof, which was damaged only to the extent of about \$100.—Occident Elvtr. Co.

Molt, Mont.—Work has started on an elvtr. for the Farmers Elvtr. Co. It will have a capacity of 40,000 bus. Fairbanks Scales will be used thruout, and a cleaner and 15-h.p. Z Type Fairbanks Engine will be installed. The house will cost about \$13,000 when completed, and will be ready to receive grain by September 1. The Glasser Construction Co. has the contract.

NEBRASKA

Chappell, Neb.—J. R. Morrison has been elected pres. of the Farmers Elvtr. Co.

Agnew, Neb.—R. E. Hoover has been appointed mgr. for the Nebraska Elvtr. Co.

Byron, Neb.—W. H. Dick, Jr., has succeeded J. D. James as mgr. for the Farmers Elvtr. Co.

Sholes, Neb.—James Frost has bot the elvtr. of the Fred Schroeder estate and has taken charge.

Elgin, Neb.—Chris. Ring, who has been employed by the Cratty Lbr. & Grain Co., has resigned.

Lincoln, Neb.—George Noll, formerly of this city, is now with the O'Donnell Grain Co., of Omaha.

Monowi, Neb.—John Trueblood has succeeded Z. T. Miller as mgr. for the Trans-Mississippi Grain Co.

Franklin, Neb.—I am now located at this place, where I am engaged in the grain business.—O. C. Thomas.

Cotesfield, Neb.—G. M. Pedersen has succeeded W. J. Barnes as mgr. for the Farmers Grain & Supply Co.

Crete, Neb.—We are making extensive improvements on water power plant "A."—Crete Mills, C. L. Aller, sec'y.

Giltner, Neb.—The Farmers Union Co-operative Ass'n, which was recently incorporated, has built a new office.

Plymouth, Neb.—Louis Koenig, of Harbine, is the new mgr. for the Home Grain Co., which was recently incorporated.

Fairmont, Neb.—Cecil Ward has returned from Hastings to assist his father, W. R. Ward, who is mgr. for the Fairmont Grain Co.

Denman, Neb.—S. E. Smith & Sons, of Shelton, have purchased the business of the Denman Grain & Lbr. Co. at this place.

Sidney, Neb.—H. F. Freytag will have charge of our office at this point.—Trans-Mississippi Grain Co., Omaha, O. E. Harris, treas.

Friend, Neb.—P. J. Mullin has sold his elvtr. and grain business to the Wilsey Grain Co., of Lincoln, which has taken possession.

Bradshaw, Neb.—C. E. Trump, who has been gen'l mgr. for the Central Granaries Co. here for 10 years past, has resigned his position.

Shelton, Neb.—P. H. Griffin, formerly of Gowrie, Ia., has succeeded H. F. Freytag as mgr. for the Trans-Mississippi Grain Co. at this place.

Crete, Neb.—We are out of the grain business at present. We have engaged in other lines of business, and do not think we will again deal in grain.—J. G. Hutchinson.

Chapman, Neb.—Claude Worland has accepted a position with the Chapman Co-operative Ass'n, which was recently incorporated, and will soon be ready for business.

Fairbury, Neb.—F. G. Endelman, formerly grain buyer for the Larrabee Mills at St. Joseph, is now representing the Moffatt Grain Co., of Kansas City, at this place.

Waco, Neb.—The Waco Farmers Grain Co. is contemplating installing a car mover, grain tables, manlift and testing apparatus in its elvtr.

Alliance, Neb.—Alliance Co-operative Ass'n incorporated; capital stock, \$25,000; incorporators, P. J. Knapp, D. E. Purinton, Robert Mundt, and others.

Dixon, Neb.—Warren Hand, formerly of Lodge Pole, has removed to this place where he is mgr. for the Dixon Farmers Union Co-operative Ass'n.

West Point, Neb.—C. H. Schwein, formerly of Hooper, has removed to this place, where he will be mgr. for the Farmers Co-operative Elvtr. Co.

Hordville, Neb.—The T. B. Hord Grain Co. has opened its office here. Chas. Campbell is agt.—M. Sheppard, mgr., Farmers Grain & Live Stock Ass'n.

Holbrook, Neb.—The Farmers Union Co-operative Ass'n incorporated; capital stock \$10,000; directors, George Haussler, A. A. Chambers, J. G. Lucas, W. R. Wilson and Aug. Warner.

Callaway, Neb.—The Farmers Elvtr. Co. has been organized. The new company will buy the elvtr. of the Trans-Mississippi Grain Co., and will commence business in the near future.

Gresham, Neb.—C. E. Trump, of Bradshaw, has succeeded S. F. Johnson as mgr. for the Gresham Grain Co. Mr. Johnson has gone to Omaha, where he has taken a similar position.

Benedict, Neb.—Work on the elvtr. of the Farmers Grain Ass'n has been resumed after a delay caused by the non-arrival of material. It will require about 2 months' time to complete it.

Clatonia, Neb.—The Farmers Elvtr. Co. has filed suit for \$640 damages against G. V. Schmid, a farmer, who is charged with refusal to fulfill a contract for the delivery of 1,000 bus. of corn.

Superior, Neb.—The local grain dealers met at the office of the Grain Exchange recently for the purpose of talking over the grain situation in this section, and to discuss prices and grading.

Mead, Neb.—The Farmers Union Elvtr. Co. celebrated the completion of its new elvtr. recently by hiring the Opera House, where a fine program was given, and light refreshments were served.

Scotia, Neb.—The Scotia Farmers Grain & Supply Co. will build a new elvtr. to replace the old one burned down a month ago.—C. M. Pedersen, mgr. Farmers Grain & Supply Co., Cotesfield.

Raeville sta. (Petersburg p. o.), Neb.—Joe Mulcare has succeeded Joe Sturbaum as mgr. for the Crowell Lbr. & Grain Co., the latter having received notice to report for army duty this month.

Moorefield, Neb.—The new farmers elvtr. was completed the last of June under the name of the Moorefield Equity Exchange. It was opened for business July 1, with the undersigned as mgr.—James Pearson.

Potter, Neb.—The fire damage in our elvtr. is being repaired. Improvements are also being made, and the house is being enlarged by raising the height 20 feet. We are also installing a 10-ton Fairbanks Scale.—C. W. Johnson.

Marion, Neb.—Arrangements have been made with the Conservative Land & Investment Co., of Lincoln, for the opening and operating of the elvtr. of the Marion Equity Union for the coming season. Frank Fields will be in charge.

Firth, Neb.—The Farmers Co-operative Grain & Coal Co. incorporated; capital stock, \$10,000; incorporators, Judson P. Ticknor, David DeBoer, and J. G. Lefferdink. The new company will build an elvtr., contract for which has already been let.

Hooper, Neb.—John Sanders, formerly mgr. for the Nye-Schneider-Fowler Co. at Humphrey, has removed to this place, where he is mgr. for the same company. He succeeds E. M. Sharrar, who recently shot himself in the office of the company here.

Shelton, Neb.—We are the present owners of the Shelton Grain Co. We also bot out the Denman Grain & Lbr. Co., of Denman, all to be run as S. E. Smith & Sons.—S. E. Smith & Sons.

Western, Neb.—The office of the Western Elvtr. Ass'n is being greatly improved. A concrete pit has been made for the scale which has been moved a few feet, to make it possible to weigh both ways without interfering with and obstructing the sidewalk.

Lincoln, Neb.—The elvtr. operated by the Foster Grain Co. was destroyed by fire recently. The elvtr. contained 5,500 bus. of corn, 1,500 bus. of oats, and \$200 worth of feed. E. G. Foster, pres. of the company, estimated the loss on the building and contents at \$20,000.

Martel, Neb.—We are doing some repair work on our elvtr. We have installed a new Hail Distributor, and put in new spouts. Have also built an addition to our elvtr. for our cleaner, engine room below and 2 small bins above cleaner floor. I am mgr.—J. Carl Sittler, Farmers Elvtr. & Trading Co.

Union, Neb.—We have recently installed a new Richardson Automatic 4-bu. Scale at our elvtr., and we are also making other needed repairs. We have installed a new grinder and will install a new dump before the movement of the new crop of corn.—Farmers Co-operative Elvtr. Co., S. C. Keckler, mgr.

Sweetwater, Neb.—We have just installed a 10-h.p. Type Z Coal Oil Fairbanks Engine in our elvtr. at this place. We are moving the office and scales from the old elvtr. to the newer house, which we purchased from the Ravenna Mills some time ago, and making this a one man house under the management of James E. Frye. We have just completed the overhauling of this house, which puts it in A1 condition.—Highland Grain Co., Grand Island.

Cairo, Neb.—We have just finished a 3-room office at our station here. A short time ago we installed a Fairbanks Type Registering Beam Wagon Scale, also a hopper scale. We have discarded our old gasoline engine and have in its place a new electric motor. We now have under construction a standard coal bin of 400 tons capacity. This station will remain under the management of L. C. Highland.—Highland Grain Co., Grand Island.

Dalton, Neb.—The Bridgeport Elvtr. Co. is building a 70,000-bu. cement elvtr. here, which is nearly completed. The company is a new addition to the grain trade already here. We operate the elvtr. formerly operated by the Foster Grain Co. We are not incorporated; just a partnership with Mr. Foster and myself. Our elvtr. is small, 10,000 bus. capacity. We are overhauling it and putting in a new cement dump, etc.—J. A. Miles, Dalton Grain Co.

Grand Island, Neb.—We are making our headquarters in this city, consequently we are making extensive improvements so as to have everything modern in the office as well as in the elvtr. We have under construction an office building, 24x24 feet, with 3 rooms, which will be all modern. We are equipping the same with complete up-to-date office fixtures. We are equipping the elvtr. with the weighing facilities necessary to meet with the approval of the Western Weighing Ass'n, and equipping the house otherwise for loading and unloading, so as to make it possible for us to handle a large volume of transit business. The complete management here will be under Jay L. Highland.—Highland Grain Co.

OMAHA LETTER.

I am building a terminal elvtr. here, and will install a large capacity combined corn cleaner.—W. B. Weeks.

George Noll, formerly with the Corn Belt Grain Co. at Lincoln, is now connected with the O'Donnell Grain Co. in this city.

E. J. Wiese, who will have charge of the consignment dep't of the Trans-Mississippi Grain Co. in this city, was formerly mgr. of the elvtr. of the company in Burlington, Ia.

The Farmers Union Grain Co. is contemplating the construction and operation of a terminal elvtr. either in this city or in Council Bluffs.

E. Rothschild has removed to this city, where he will take charge of the Fischer-Rothschild Grain Co., Mr. Fischer having sold out his interest to him.

Cope & Kearney have engaged in the cash grain business in this city. The firm consists of Elmer A. Cope, until recently pres. and mgr. of the Updike Elvtr. Co., and treas. of the Updike Grain Co. here, and Laurence Kearney, formerly supt. of the Updike Elvtr. Co., as well as in charge of terminal elvtrs. at South Omaha for 12 years. Both men have also had many years experience in the grain business in addition to holding the positions mentioned above.

Harry E. Scott, formerly traveling solicitor for the Blanchard-Niswonger Co., and late of the Crowell Elvtr. Co., has gone into business with John G. Wild, under the firm name of the Scott-Wild Grain Co. Mr. Scott has been in the grain business for the past 15 years, and has had experience in running a farmers elvtr., supt. of terminals, solicitor, and floor salesman. Mr. Wild was formerly with the United States Grain Co. as vice-pres., solicitor, and floor salesman. The new company intends to do a general consignment business.

NEW ENGLAND

Boston, Mass.—I am in the draft and don't expect to be in this office much longer.—W. J. Haynes.

Lawrence, Mass.—Edwin Pierce, for many years a grain dealer in this city, died at his home in Andover, July 11, aged 80 years.—S.

Medford, Mass.—William W. Adams is enlarging the capacity of his grain and hay storehouse by erecting an addition, 70x35 feet.—S.

Boston, Mass.—A conference between federal officials and the executive com'te of the grain board of the Chamber of Commerce was held July 8 at which time the matter of inspection and grading of the 1918 wheat and corn crops were discussed and federal regulations of the same were explained.—S.

Portland, Me.—Grand Trunk Elvtrs. 1 and 2 are being overhauled by James Stewart & Co., and the conveyor galleries changed so that grain can be readily taken from one elvtr. to the other and each elvtr. can load grain into ocean going vessels occupying any one of the six slips. Eventually this system of conveyor galleries will be rebuilt and re-equipped with more modern machinery.

Hartford, Conn.—Loydon, Northam & Loydon has been consolidated with the Meech Grain Co., and the name of the new corporation has been changed to the Meech, Northam Grain Co. G. Ellsworth Meech is pres. of the new corporation, and Charles H. Northam, Jr., is gen'l mgr., Elmer C. Stowe is sec'y, and Joseph P. Wrang, assistant sec'y. The business will be under the active management of Charles H. Northam, Jr., J. Herbert Sizer and Elmer C. Stowe. The Meech, Northam Grain Co. will be one of a chain of 3 corporations backed by Meech & Stoddard, Inc., of Middletown. The capital stock of the new corporation will be \$100,000. It will own the brick elvtr. and brick warehouse formerly operated by the Daniels Mill Co., and recently purchased by the Meech Grain Co. For the present the concern will use the office of Loydon, Northam & Loydon.

NEW YORK

Buffalo, N. Y.—The elvtr. of the Boston & Maine R. R. at Rotterdam Jc., which has not been used for some time, was burned recently.

Rochester, N. Y.—Fire originating in the engine room of the warehouse of the Newman Bros. Grain Co., June 21, did damage to the extent of \$25,000, most of the damage being caused by water. About 5,000 bus. of grain was in the building, including

3,000' bus. of oats, the remainder being corn and buckwheat.

Rochester, N. Y.—The Monroe Warehouse Co. operates a grain elvtr. of 80,000 bus. capacity, and merchandise storage of 100,000 square feet capacity.—J. F. Dailey.

Geneva, N. Y.—I am building a 25,000 bu. elvtr. on the N. Y. C. R. R. here, with cribbed bins inside of brick construction. Electric power will be used, and we will handle 1,500 bus. per hour. The first, or working floor, will be 16 feet high, and the bins will be 35 feet deep. The building will be 32x36 feet. We expect to have it in operation about Aug. 1.—C. C. Davison.

NORTH YORK LETTER.

Edward A. Carpenter has made application for membership in the Produce Exchange.

Selah Young, a member of the Produce Exchange, and one of the oldest members of the grain trade in this city died very suddenly recently at the age of 73 years.

Moses Cohen, formerly well known in the local grain market, but recently engaged in the grain business in Winnipeg, Man., has withdrawn temporarily from the grain business. He will be representative in this city for E. W. Lake, traffic mgr. of the New York Canal Section of the U. S. Railroad Administration.

Richard A. Claybrook, who was recently elected pres. of the Produce Exchange for a second term, has been forced to resign. Owing largely to heavy pressure of work, especially in behalf of the Third Liberty Loan and the Red Cross Drive, he has developed serious stomach trouble and is obliged to take a much needed rest. Edward Flash, Jr., who was recently elected vice-pres. of the Produce Exchange, has succeeded Mr. Claybrook.

The following committees, of interest to dealers in grain, have been appointed to serve on the Produce Exchange for the ensuing year: Grain, Wm. O. Mott, chairman; Edwin W. Elkins, Gerald F. Earle, Wm. J. Bralnard, F. C. Kirchoff. Delivery of warehouse grain, Wm. O. Mott, chairman; Walter B. Pollock, Chas. A. Robinson. Carlot (grain), Robert G. Brandt, chairman; B. A. Allen, Edwin A. Barnes, Harry G. Gere, Jos. A. Abel, Jr. Grain commission rules, Frank I. Maguire, chairman; C. Walton Andrus, James H. Bowne, Chas. C. Rubins, Fred H. Teller.

NORTH DAKOTA

Sharon, N. D.—John Anderson, formerly of Cooperstown, is erecting an elvtr. here.

Clement, N. D.—A new elvtr. is being built at this place.—M. O. Jacobs, Oakes.

Omamee, N. D.—The elvtr. of the Northland Elvtr. Co. has been removed to a new site.

Zahl, N. D.—A. H. Brown, of Marmon, has been elected sec'y of the Farmers Elvtr. Co.

Stirum, N. D.—F. Lundgren, formerly agt. for the Cargill Elvtr. Co., is no longer located here.

Knox, N. D.—The Uglad Grain Co. is closed. No such company now.—Examiner in charge of bank.

Mandan, N. D.—The Mandan Farmers Elvtr. Co. has elected John Schauss pres. and A. P. Gray sec'y.

Webster, N. D.—The Winter-Truesdell-Ames Co. is rebuilding its plant. The T. E. Ibberson Co. has the contract.

Kenaston, N. D.—The Kenaston Farmers Elvtr. Co., which was recently organized here, contemplates erecting a grain elvtr.

Jessie, N. D.—E. E. Owens, of Cando, is mgr. for the new elvtr. company here, which will be known as the Jessie Elvtr. Co.

Wales, N. D.—The Farmers Elvtr. Co. has made repairs and alterations in its plant. The T. E. Ibberson Co. did the work.

Cavalier, N. D.—The International Elvtr. Co. is making a number of changes in its plant, the T. E. Ibberson Co. doing the work.

Regan, N. D.—The Farmers Elvtr. Co. is making improvements and changes in its plant, the work being done by the T. E. Ibberson Co.

Farshall, N. D.—Farmers in this vicinity have organized the Farmers Grain & Trading Co. at this place, to handle grain, fuel and flour.

Dawson, N. D.—The Southside Farmers Union, Inc., is contemplating installing buckets, car liners, car loader, dust collector, and scales.

Kempton, N. D.—The Winter-Truesdell-Ames Co. is making improvements in its plant at this place. The T. E. Ibberson Co. is doing the work.

Merrifield, N. D.—The National Elvtr. Co. is making extensive improvements in its plant at this place. The T. E. Ibberson Co. is doing the work.

Hamilton, N. D.—The International Elvtr. Co. is making extensive improvements in its plant at this point. The T. E. Ibberson Co. is doing the work.

St. John, N. D.—The work on the elvtr. for the International Elvtr. Co. at this place has been completed. The T. E. Ibberson Co. had the contract.

Milnor, N. D.—The Farmers Elvtr. Co. has made improvements in its plant here to take care of the coming crop. The T. E. Ibberson Co. is doing the work.

Kelso, N. D.—Extensive improvements have been made in the elvtr. owned by the National Elvtr. Co. at this place. The T. E. Ibberson Co. did the work.

Litchville, N. D.—Fred Hemmer has resigned from the Farmers Elvtr. Co. where he has been employed for the past 6 years, first as assistant and later as mgr.

Reynolds, N. D.—The National Elvtr. Co. has recently installed cleaners, legs, new power, boot tank, scales and other equipment. The T. E. Ibberson Co. is doing the work.

Pingree, N. D.—The Farmers Elvtr. Co. will make improvements in its plant, and put the house in good shape for the coming crop. The T. E. Ibberson Co. will do the work.

Juanita, N. D.—The Minnekota Elvtr. Co. of Minneapolis, has let contract to the T. E. Ibberson Co. for a 6-bin, up-to-date elvtr. of 30,000-bus. capacity to be built at this place.

Norway spur (Oakes p. o.), N. D.—The elvtr. of the Atlantic Elvtr. Co. at this place has been bot by the farmers, who are installing a new cleaner.—M. O. Jacobs, Oakes.

Glasston, N. D.—The International Elvtr. Co. has made improvements in its plant recently. A cleaner, legs and other equipment have been installed. The T. E. Ibberson Co. did the work.

Hickson, N. D.—F. L. Rasmussen, formerly mgr. for the Farmers Elvtr. Co. at Strandquist, Minn., has removed to this place where he has accepted a position with the Great Western Grain Co.

Fairmount, N. D.—The Osceola Mfg. Co. has awarded contract to the T. E. Ibberson Co. for the erection of an elvtr. to be used in connection with its flour mill at this place. This will be all overhead storage.

Lidgerwood, N. D.—The Farmers Elvtr. Co. is reorganizing on a co-operative basis, and the name will be changed to the Farmers Co-operative Elvtr. Co. of Lidgerwood. The capital stock has been increased to \$25,000.

Oakes, N. D.—We have bot out the Knox Grain Co. consisting of 2 elvtrs. and coal sheds. The machinery, cleaners, feed mill, and leg are driven by electric motors. C. H. Rorvy, is pres. of the new company, and C. E. Knox, is sec'y.—Oakes Equity Exchange, M. O. Jacobs, mgr.

Drake, N. D.—The Farmers Equity Co. has purchased the elvtr. formerly owned by T. E. Sleight. It will be operated under the name of the Farmers Equity Co. and the mgr. will be F. Borchart. P. Anton is mgr. for the Occident Elvtr. Co. here, and C. A. Hahn is mgr. for the Kellogg Com. Co.—X.

Inkster, N. D.—The Canning Grain Co. is making extensive improvements in its plant. A new foundation has been put in, and legs and other equipment are being installed. The T. E. Ibberson Co. has the contract.

Elliott, N. D.—The Farmers Grain Co. has let contract to the T. E. Ibberson Co. for the erection of another elvtr. at this place. It will contain 5 legs, cleaners and other equipment. C. L. Packard is mgr. for the company.

Mantador, N. D.—The Farmers Grain & Seed Co. has let contract to the T. E. Ibberson Co. for the erection of a 50,000-bu. elvtr. containing 28 bins, a number of cleaners, and legs, and other equipment to make it an up-to-date plant in every way.

Gardner, N. D.—The Farmers Elvtr. Co. has installed a feed mill with a 25-h.p. kerosene engine. The Gardner Grain Co., also at this place, has built a new office and installed a new 15-h.p. Fairbanks engine.—And, Bradstien, agt., National Elvtr. Co.

Alsen, N. D.—We have bot the elvtr. of the Northland Elvtr. Co. here. No changes will be made in machinery this year. The house is located on the Soo Line on what is known as the "Wheat Line." We started in business July 1.—Alsen Farmers Elvtr. Co., H. C. Sorenson, mgr.

Grenora, N. D.—We have installed an extra scale just outside our office for coal sales. H. Isaacson is pres. of the company, J. S. Sorenson is sec'y, and B. B. Flesjer is mgr. A new elvtr. is being built right alongside of ours by the Occident Elvtr. Co.—Grenora Farmers Elvtr. Co.

Sutton, N. D.—A. H. Ratzlaff, formerly agt. for the Minnekota Elvtr. Co. at this place, has purchased the old elvtr. of the St. Anthony & Dakota Elvtr. Co. here. He has let contract to the T. E. Ibberson Co. for the installation of new machinery, and for the making of other improvements in the plant.

Hatton, N. D.—The Hatton Farmers Elvtr. Co. is installing all new equipment in its old plant, and making it up-to-date in every respect. The company has outgrown the new elvtr. built for it 2 years ago, and is enlarging the old one to meet with business requirements. The T. E. Ibberson Co. has the contract.

Kindred, N. D.—The 40,000-bu. elvtr. of the Kindred Farmers Elvtr. Co. has been completed. It is divided into 16 bins, and is covered with galvanized iron. The roofs are covered with asbestos roofing. The equipment consists of 2 legs, steel manlift, rope drive, Richardson Automatic Scale, Fairbanks Dump Scale, cleaner, and a 20-h.p. engine.

Starkweather, N. D.—We have leased the elvtr. of the St. Anthony & Dakota Elvtr. Co. at this place for additional storage, and will remodel our present plant. We will build a new office, and use the old one for an engine room. Will install a new 20-h.p., Type Y, Fairbanks-Morse Engine, a 1,500 bu. Richardson Automatic Scale in cupola, and a 5-apron Richardson Oats Machine to handle the tailings from our present cleaner.—Starkweather Co-operative Elvtr. Co., H. B. Freeborn, mgr.

OHIO

Hilliards, O.—The fine grain elvtr. of Riddle & Wood has opened for business.

Pleasant Bend, O.—The Pleasant Bend Grain Company has installed a new spout holder.

Warsaw, O.—Our elvtr. at this point, of 10,000 bus. capacity, is nearly completed.—Walter Elliott & Son.

Centerburg, O.—The Condit Co-operative Co., of Condit, has purchased the elvtr. of T. D. Udpick & Son at this place.

Hume, O.—Farmers in this vicinity are organizing a Co-operative Elvtr. Co. They intend to build an elvtr. on the L. E. & W. Ry.

Atwater, O.—A. H. Sanford, mgr. for the Farmers Elvtr. Co. at this place and Maximo, expects to be called into military service about July 24.

Wooster, O.—J. S. McCoy is pres., and H. L. Melinger, sec'y-treas. of the Wooster Equity Exchange, which has just completed its new elvtr.

Bowling Green, O.—W. H. Pickard, of Toledo, will be mgr. for the Hub Grain Co., which recently bot the elvtr. of the Huffman Grain Co. in this city.

Kansas, O.—We are rebuilding our elvtr. which was destroyed by fire Feb. 9th. It will be in operation in about 2 weeks.—Mitchell & Powell, Earl Mitchell.

Greenville, O.—The Greenville Mlg. & Elvtr. Co. incorporated; capital stock, \$50,000; incorporators, M. T. Barrett, R. R. Winters, George F. Taylor and others.

College Corner, O.—Mr. Lancaster, who has been with the Wm. Eesley Mlg. Co., for some time, has bot an interest in the elvtr. and flour mill of the Tallewanda Mlg. Co., of which O. P. Davis is proprietor.

Jenera, O.—The Jenera Co-operative Grain & Supply Co. has succeeded Risser & Good, and will install a new grinder in the elvtr. purchased from the latter company.—Jenera Co-operative Grain & Supply Co., W. H. Hill, mgr.

Conover, O.—E. J. Wilgus and C. W. Shaffer have organized the Wilgus & Shaffer Grain Co. They contemplate erecting an elvtr. on the Penn. R. R. at the crossing directly south of Lena. They hope to have the elvtr. ready for operation about Oct. 1.

Harrod, O.—Local hay shippers are scooping oats and shipping them to a firm at Lima, O. The only regular dealer here, in fact the only dealer having any facilities or investment is Kirby White, who has long operated an elevator here and has a Federal license.

Wellington, O.—We are building 2 storage tanks for grain, which, when completed, will give us 30,000-bu. storage. We will install legs, motors, scales, etc., and also a batch feed mixer of 1 or 2 tons.—Wellington Flour Mills Co., L. G. Bradstock, sec'y-treas.

Maplewood, O.—The new proprietors of the undersigned company are Thos. G. Stephenson, Geo. E. Stephenson, and Robert F. Stephenson. The firm's name will continue to be the same, and we expect to do a general grain business.—Maplewood Elvtr. Co., Thos. G. Stephenson.

Prout sta. (Sandusky p. o.), O.—We have bot the elvtr. of R. Turner & Son at this station, and are enlarging it and making extensive improvements. This is a co-operative company, with a capital stock of \$15,000. G. D. Beatty is assistant mgr.—Central Erie Elvtr. Co., L. J. Stautzenburger, mgr.

Unipolis, O.—Grant Rinehart, aged 10 years, and a son of F. J. Rinehart, mgr. for the Rinehart Grain Co. at this place, was thrown from the top of a box car on the D. T. & I. R. R., July 15. He landed on the rails, and while he was unconscious for some time, he was not hurt seriously and no bones were broken.

Troy, O.—The elvtr. at this place formerly operated by Clarence Roszell, and recently operated by Jos. Barnett as receiver for Mr. Roszell, has been bot by John K. Martin for approximately \$14,000. Hereafter it will be operated by the buyer and Mr. Roszell will be mgr. of the business. The elvtr. will continue to be known as the Roszell Elvtr.

Condit, O.—We have purchased the elvtr. at this place, also the elvtr. at Centerburg, owned by T. D. Updike & Son. We have added a new elvtr. and cleaner, and have increased the capacity of the elvtr. here, from 3,000 to 12,000 bus. The entire plant is owned and operated by the Condit Co-operative Co., a joint stock company comprising 300 farmers.—F. C. Murphey, sec'y.

Waterville, O.—We are installing a Randolph Grain Drier, an attrition feed mill, and cob crusher. We are also increasing our storage capacity 4,500 bus. This, in addition to our previous capacity, makes a total storage for small grain of about 15,000 bus. When finished we expect to have a plant that the community can be proud of.—D. J. Lloyd, mgr., Waterville Farmers Elvtr. Co.

CINCINNATI LETTER.

Harry Hill, formerly associated with the Cincinnati Grain & Hay Co., will be representative of W. A. Bunting & Co., of Jackson, Mich., in this city. The firm has leased the elvtr. and warehouse at Cumminsville, recently operated by John White.

C. Charlton was appointed, July 11, as receiver of the Richter Grain Co., in a suit filed by Theobald Felss, vice-pres. of the company. Mr. Felss sues as one of the sureties on a \$20,000 note due the Fifth-Third National Bank June 10 last. The note was for 30 days, and was given for the purpose of raising money to operate the business. Thru his attorney, Mr. Felss says that delays in transportation of grain shipments have damaged the company and prevented it realizing upon its business, and the solvent, creditors are pressing.

The Eikenberry-Fitzgerald Co. has been incorporated with a capital stock of \$315,000. The new company will engage in the elvtr. and retail grain business. E. C. Eikenberry, of Camden, C. M. Eikenberry, of Hamilton, E. A. Fitzgerald and Redmon S. Fitzgerald, of this city, are the incorporators. The new company has purchased and will operate the established business formerly owned by the Ferger Grain Co., and will handle grain, hay and mill feed, and will manufacture commercial feeds. The grain elvtr. of the company has a capacity of 80,000 bus., and is equipped with the most up-to-date machinery for the handling of all kinds of grain. They also have trackage for 40 cars, and have the largest hay warehouse in Ohio. The present concern, known as Fitzgerald Bros., will continue in the grain and hay business.

TOLEDO LETTER.

W. J. Perry and John Larowe have applied for membership in the Produce Exchange.

Commission for selling wheat starting July 15, will be a cent and a half per bu. Corn, oats and rye commission is one per cent per bu.

We have opened a cash grain business in the Second National Bank Building in this city.—Rice Grain Co., S. L. Rice, pres., Geo. D. Woodman, mgr.

H. Wallace Applegate, formerly in charge of the export dept of the milling division of the Food Administration of the central zone, will have charge of the sales dept of the Mennel Mlg. Co., of this city.

W. J. Perry, mgr. of the elvtr. of Rosenbaum Bros. at Sandusky, has been put in charge of the interests of the firm in this city also, and at present will divide his time between the 2 places. He succeeds Geo. D. Woodman, who resigned to become mgr. for the Rice Grain Co., which was recently established in this city.

The first car of new wheat at this market was reported July 11 by Chief Inspector Culver. It graded No. 2 red winter, moisture test, 12.4%; weighed 60½ pounds, and had 1% damaged grains. Had the car arrived July 15 it would have graded No. 1 under the new wheat grades which went into effect on that date. The car originated at a point in northwestern Ohio and was consigned to the National Mlg. Co.

OKLAHOMA

Blackwell, Okla.—H. S. Winter is now grain buyer for the Blackwell Mlg. & Elvtr. Co.

Richland, Okla.—The Guthrie Mill & Elvtr. Co., of Guthrie, has bot the elvtr. of the Richland Elvtr. Co. at this point.

Oklahoma City, Okla.—The C. B. Cozart Grain Co. has moved its office from the elvtr. to the Grain Exchange Building.

Billings, Okla.—Have installed motor power in elvtr. Have also changed firm's name at this place from Thorp Bros. Grain Co. to the undersigned.—L. L. Thorp.

Claremore, Okla.—Hurst & Co. is a new firm just starting in business here. In the near future the company will build a small, but up-to-date elvtr. and feed mill. The mgr. is H. O. Hurst.

Foyil, Okla.—The Foyil Elvtr. Co. incorporated; capital stock, \$4,000; incorporators, D. J. Faulkner, J. W. Hallford, and R. A. Dale.

Newkirk, Okla.—The Guthrie Mill & Elvtr. Co., of Guthrie, has purchased the elvtr. of T. F. McGraw at this place. A. T. Jones is local mgr. for the company.

Enid, Okla.—About 30 employees of the Enid Mlg. Co. were banqueted here recently. The purpose of the gathering was to get the employees all together, and to discuss the best methods for handling the 1918 wheat crop.

Tulsa, Okla.—It is not probable that we will rebuild our elvtr., which was burned at this point June 23. However, we have a large retail and wholesale storage house thru which we handle oats and corn, but are not handling wheat. Our business at Mounds handles all grain.—Arthur & McCune, C. E. McCune.

Guthrie, Okla.—We are constructing 6 more concrete storage tanks, 4 being round, and 2 center tanks in connection with the storage which we now have. We recently purchased the elvtr. of T. F. McGraw at Newkirk, and also have purchased the elvtr. of the Richland Elvtr. Co. at Richland.—Guthrie Mill & Elvtr. Co., M. E. Sherman.

OREGON

Myrick, Ore.—The Farmers Union Grain Agency, of Pendleton, has erected an 85,000-bu. concrete elvtr. at this place.

Enterprise, Ore.—The Wallowa Mlg. & Grain Co. has been organized with a capital stock of \$100,000, to conduct a general commission warehouse.

Baker, Ore.—We are constructing a 40,000-bu. cribbed elvtr. on the O.-W. R. & N. Co. R. R. at this place.—Tri-State Terminal, Seattle, Wash.

Portland, Ore.—Charles E. Porters, chief of the State Grain Inspection Dept in this city, operating under the public service commission, has resigned at the request of the commission.

Bates sta. (Milton p. o.), Ore.—The large farmers elvtr. on the O.-W. R. & N. Co. tracks is nearing completion, and lacks only the installation of additional machinery to be ready for the new crop.

Elgin, Ore.—The Elgin Flouring Mill Co. is constructing an elvtr. of 60,000 bus. capacity at this place. The elvtr. will be of wood, and will be on a solid concrete foundation. It is hoped that the elvtr. will be ready to receive wheat by Aug. 1.

PENNSYLVANIA

Red Lion, Pa.—The Farmers Co-operative Ass'n has bot the grain and fertilizer business of Elmer Tyson, recently sold to F. S. Diehl of New York, the association paying \$16,000 for it.

SOUTH DAKOTA

Toronto, S. D.—Ansel Sederman is now mgr. for the Toronto Farmers Elvtr. Co.

Chelsea, S. D.—H. W. Miller has purchased the elvtr. of the Security Elvtr. Co.

Salem, S. D.—I have installed a new motor in my elvtr. and it works fine.—Peter Dampman.

Dell Rapids, S. D.—C. B. Zeek has removed to Springfield where he will have charge of an elvtr.

Gary, S. D.—The elvtr. of G. W. Van Dusen & Co. was burned recently together with 400 bus. of oats.

Webster, S. D.—The Farmers Elvtr. Co. has let contract to the T. E. Ibberson Co. for repairing its plant.

Draper, S. D.—I have traded my elvtr. at this place to the Oriely Land Co.—John A. Stolt & Son, Viewfield.

Delmont, S. D.—John Grosz, Jr., has bot the elvtr. of L. Booher. Mr. Grosz was formerly agt. for Mr. Booher.

Beresford, S. D.—We have purchased the elvtr. of John F. Lawless at this place.—Independent Grain Co.

Pukwana, S. D.—The Farmers Elvtr. Co. is contemplating disposing of one of its elvtr. plants to the Farmers Union.

Wentworth, S. D.—L. J. Geisen is the new mgr. for the Wentworth Farmers Elvtr. Co.—H. W. Fields, Letcher.

Mt. Vernon, S. D.—The Farmers Elvtr. Co. is installing a new pan and repairing the house.—H. W. Fields, Letcher.

Roslyn, S. D.—W. T. Pederson, of Hancock, has succeeded Theo. C. Giesen as mgr. for the Roslyn Farmers Elvtr. Co.

Sheffield, S. D.—G. W. Van Dusen & Co. have made changes and repairs in their plant here. The T. E. Ibberson Co. did the work.

Madison, S. D.—The Farmers Elvtr. Co. recently made a number of changes in its plant, the T. E. Ibberson Co. doing the work.

Viborg, S. D.—The Turner Grain Co. incorporated; capital stock, \$50,000; incorporators, K. S. Grigsby, W. H. Lyon and A. G. Grigsby.

Gallup Siding (Gallup p. o.), S. D.—The Farmers Elvtr. Co. will make improvements in its plant. The T. E. Ibberson Co. has the contract.

Parkers, S. D.—The Farmers Union Elvtr. Co. incorporated; capital stock, \$50,000; incorporators, F. L. Steninger, Howell Davis, and E. J. Guernsey.

Elrod, S. D.—G. W. Van Dusen & Co. have completed extensive improvements in their plant at this place. The T. E. Ibberson Co. did the work.

Ward, S. D.—The Farmers Elvtr. Co. is installing new legs, new motors, scales and other equipment. The T. E. Ibberson Co. is handling the work.

Winner, S. D.—The Winner Co-operative Co. incorporated; capital stock, \$30,000; incorporators, M. P. Jorgenson, W. H. Nelson, and A. M. Bice.

Herrick, S. D.—E. H. Everson has been elected pres. of the Farmers Co-operative Grain & Livestock Co., and T. E. Smith has been elected sec'y.

Trent, S. D.—The Quaker Oats Co. is installing new dump scales and making other repairs in its elvtr. here. D. F. Hoag & Co. are doing the work.

Osceola, S. D.—G. W. Van Dusen & Co. have just completed alterations and repairs in their plant at this place. The work was done by the T. E. Ibberson Co.

Egan, S. D.—The Quaker Oats Co. is installing new dump scales and making other repairs in its elvtr. at this place. D. F. Hoag & Co. has the contract.

Cuthbert, S. D.—W. S. Broderick, formerly agt. for the Farmers Elvtr. Co. at this point, has purchased the elvtr. of the company and will operate it.—H. W. Fields, Letcher.

Springfield, S. D.—C. B. Zeek, who was formerly in charge of the elvtr. of the McCaull-Webster Elvtr. Co. at Dell Rapids, has removed to this place to take charge of an elvtr.

Mansfield, S. D.—The Farmers Elvtr. Co. is remodeling its plant, building a new office, and installing new scales and other equipment. The T. E. Ibberson Co. is doing the work.

Roswell, S. D.—A. L. Krick has succeeded H. W. Fields as mgr. for the Farmers Elvtr. Co., Mr. Fields having removed to Letcher where he is mgr. for the Farmers Elvtr. Co.

Tea, S. D.—The elvtr. owned by the Atlas Elvtr. Co. was struck by lightning recently and destroyed, with 1,000 bus. of oats and 600 bus. of corn. The loss was about \$11,500, covered by insurance. The elvtr. will be rebuilt at once.

Hecla, S. D.—The Hecla Co-operative Elvtr. Co. has just completed its new elvtr. It has 31 bins, 5 legs, and a large fireproof office, this building alone being 50x22 feet. Two engines and a number of cleaners have been installed. The T. E. Ibberson Co. had the contract.

Letcher, S. D.—H. W. Fields, formerly sec'y-mgr. for the Farmers Elvtr. Co. at Roswell, has succeeded E. O. Thompson, who was drafted, as mgr. for the Farmers Elvtr. Co. at this place.

Frederick, S. D.—The Home Farmers Elvtr. Co. has bot the 2 independent elvtrs. of L. B. Geisler at this place, for \$8,000. L. B. Geisler is pres. of the new company, and J. D. Gorder is sec'y.

Hitchcock, S. D.—G. W. Van Dusen & Co. recently made repairs on their elvtr. at this place, the T. E. Ibberson Co. doing the work. The latter company has also overhauled the plant of the Eagle Roller Mill Co. here.

Richmond sta. (Aberdeen p. o.), S. D.—W. S. Trask, who has been mgr. for the Richmond Equity Exchange for a number of years, has enlisted in the Marines. He will be succeeded by Mr. Madson, of Holmquist.

Woonsocket, S. D.—H. D. Reed and John Monroe have purchased the elvtr. of F. N. Theisen, and have taken possession. Mr. Reed was formerly in charge of the elvtr. owned by the South Dakota Grain Co. at this place.

Viborg, S. D.—We have purchased the elvtr. of H. D. Nelson at this place and have started business. Will make no improvements this year outside of necessary repairs.—Viborg Grain Co., Chris Fetzner, mgr.

Clear Lake, S. D.—The Clear Lake Farmers Elvtr. Co., which recently passed its 20th milestone, has been reincorporated with a capital stock of \$25,000; incorporators, G. G. St. John, Robert Borne, and E. E. Walseth.

St. Lawrence, S. D.—G. W. Van Dusen & Co., of Minneapolis, have let contract to the T. E. Ibberson Co. for the erection of a 30,000-bu. elvtr. to replace their present plant. The old elvtr. has been wrecked and the new work started.

Rudolph sta. (Aberdeen p. o.), S. D.—We have bot the 2 elvtrs. of G. W. Van Dusen & Co., which are located on the C. & N. W. Ry. at this station, and will handle grain and coal. The old elvtr. will be fixed up for a storage room.—Rudolph Equity Exchange.

Wessington, S. D.—The Wessington Equity Exchange has recently made improvements in its plant costing \$8,000. New legs, and new cleaners were installed, new office buildings built, and other improvements made. The T. E. Ibberson Co. did the work.

Dallas, S. D.—The Farmers Union Elvtr. Co. is making extensive changes in its elvtr. A new leg, new dump, rope drive, and Hall Distributor are being installed, and general repairs are being made. Coal sheds are also being built. D. F. Hoag & Co. have the contract.

Doland, S. D.—The Farmers Elvtr. Co. is installing new equipment for the handling of its business. Of the grain coming to this town 75% comes in automobile trucks, and the company is having a new scale installed which will be equipped to handle these trucks as well as wagons. New legs, heads, etc., are also being installed. Improvements quite similar to those being made in the elvtr. of the Farmers Elvtr. Co., are being installed in the plant of G. W. Van Dusen & Co. The T. E. Ibberson Co. is doing the work at both plants.

SOUTHEAST

Florence, Ala.—Nothing doing in regard to the elvtr. that was talked of for this city.—F. H. Patrick.

Camp Lee, Va.—Work has started on a grain elvtr., which will have a capacity of 90,000 bus. of oats.

Richmond, Va.—The Grain Exchange has elected the following officers and directors: W. F. Richardson, Jr., pres.; W. C. Todd, vice-pres. Directors, W. T. Selden, C. W. Wingfield, Nat. Frazer, Thos. L. Moore, T. G. Carter, S. L. Beveridge, H. E. Kasten, W. L. Lefew, F. H. Garber, Jr.

TENNESSEE

Memphis, Tenn.—C. M. Hall has applied for membership in the Merchants Exchange.

TEXAS

Dallas, Tex.—The Doggett Grain Co. is no longer in business in this city.

Corsicana, Tex.—The Corsicana Roller Mills Co. has filed certificate of final payment of its capital stock.

McKinney, Tex.—Gibson Caldwell is now mgr. for the Collin County Mill & Elvtr. Co. He succeeded H. C. Jackson, who resigned.

Dallas, Tex.—The Oak Cliff Mill & Elvtr. Co. of Dallas incorporated; capital stock, \$10,000; incorporators, O. S. Boggess, J. R. Pulliam and S. J. Jones.

Hemphill, Tex.—The Hemphill Grain & Grocery Co. incorporated; capital stock, \$20,000; incorporators, A. D. Hamilton, C. E. Casey, and H. D. Nixon.

Dallas, Tex.—The writer, formerly cashier and traffic mgr. for the A. S. Lewis Grain Co., together with T. S. Kelly, formerly mgr. of the A. S. Lewis Grain Co., are now operating the North Texas Hay & Grain Co., having opened for business June 24.—W. M. Crosthwait.

Sherman, Tex.—So far we have been unable to form any definite conclusion as to the cause of our recent fire, which totally destroyed our plant, and a large amount of stock. We would be unable to replace our plant on the basis of insurance carried. Have not yet adjusted our loss on stock; think likely our insurance will cover loss on same. Cannot say at this time just when we will rebuild. Our business is running as before.—Pittman & Harrison Co.

Dallas, Tex.—We did not succeed the firm of A. S. Lewis Grain Co. The Lewis-Johnson Co. was a partnership formed between A. S. Lewis and the writer to handle grocery commodities, but we had no connection whatever with the grain business. The partnership was dissolved some 60 days ago, and the business continues under the firm name of the E. A. Johnson Co., the writer having purchased outright Mr. Lewis' entire interest.—E. A. Johnson, E. A. Johnson Co.

Weatherford, Tex.—One of the largest peanut mills in the state is now in course of construction in this city. It will be known as the Weatherford Peanut Mills. J. R. Fleming will be mgr. of the concern, and Claud D. Helm will be supt. In addition to producing peanut oil and shelled peanuts, the mill will be equipped for utilizing the peanut hulls, vines, etc., for stock feed. There will also be a bag dept., in which several machines will be installed, and a number of people employed making and repairing burlap bags.

UTAH

Ogden, Utah.—The Globe Mfg. & Grain Co. is seeking permission from the city commissioners to construct, operate, and maintain a spur track to its plant in West Ogden.

Salt Lake City, Utah.—The Globe Grain & Mfg. Co., of Los Angeles, Cal., which has an agency in this city, and elvtrs. at Delta and Sharp, is planning to establish 2 additional plants in the southern part of the state.

WASHINGTON

St. Andrews, Wash.—Farmers in this locality are contemplating erecting a new elvtr.

Rosalia, Wash.—We will shortly install a clipper cleaner.—Rosalia Supply Co., C. C. Shipley, assistant mgr.

Oakesdale, Wash. The Oakesdale Grain & Mfg. Co. incorporated; capital stock, \$20,000; incorporators, Peter J. Larsen and H. M. Gibson.

Walla Walla, Wash.—The Garden City Feed Mills has purchased the plant of the Garden City Mfg. Co., which included an elvtr. The plant has been closed for a year.

Spokane, Wash.—J. L. Neil, formerly mgr. of the Pacific Grain Co., has resigned to become pres. and gen'l mgr. of the Falmerton, Moore Grain Co., Inc., with home office in this city.

Pullman, Wash.—U. G. Lawler, a pioneer grain man of Whitman County, is mgr. of the office of the Pacific Grain Co. in this city. He succeeded Clifford Kyle, who is now with the national army.

Seattle, Wash.—Frank E. Ford has joined the staff of the Globe Mfg. Co. as mgr. of the office in this city. He succeeds J. H. Noyes, who has returned to Portland to look after the grain dept.

Ewan, Wash.—Work has commenced on the construction of a 50,000-bu. grain elvtr. The building will cover 34x38 feet, will be 86 feet high, and will contain 80 bins. It is being erected for the Farmers Grain & Elvtr. Co.

Seattle, Wash.—The following trustees have been elected to represent the grain interests in the Merchants Exchange: S. C. Armstrong, W. J. MacDonald; to represent the milling interests: L. P. Bauman, and C. A. Feplow.

Seattle, Wash.—The Centennial Mill Co. is erecting a 2-story concrete warehouse and office building to cost \$45,000. The company is also contemplating building a new mill, cleaning house, and storage bins of 250,000 bus. capacity.

Walla Walla, Wash.—A surplus of grain bags has been made at the penitentiary, there being between 120,000 and 130,000 more bags than were allotted to counties several months ago. These bags will be sold immediately to first-comers. They are selling at 26c, which is about 2½c below the market price here for Calcutta bags.

Toppenish, Wash.—The Toppenish Co-operative Elvtr. Co. has let contract for the construction of a 50,000-bu. elvtr. It will be operated by a motor, will have 16 bins, 4 deep bins and 12 overhead hoppers, and Maltese cross work floor. It will be equipped with a double distributing spout, 1,500-bu. Richardson Self-compensating Type Registering Automatic Scale, a cleaner, and a 15-ton Richardson Dump Scale.

Seattle, Wash.—Grain inspection rates have been increased by order of the State Public Service Commission, with the approval of the grain dealers, to provide funds from which increased salaries can be paid to the inspectors. The regular fees will go into the state treasury and the increase will be collected by the commission to go into a grain fund from which the increased wages will be paid. The present statutory limit of pay is \$100 a month, and the new limit will be \$150. The increase will be 2c a ton on grain and 4c on hay. The next legislature will be asked to raise the pay schedule.

WISCONSIN

Montfort, Wis.—J. H. Johnson has succeeded Johnson Bros. at this point.

Barron, Wis.—The Osceola Mill & Elvtr. Co., of Osceola, will rebuild its elvtr. and warehouse at this place, and will put them in a thoroly up-to-date condition. Fred Cuthbert is mgr.

Marathon, Wis.—The Dodge-Hooker Mills are planning to build a grain elvtr. here. They will also install a feed grinder, and electricity will be used for power. —Dodge-Hooker Mills, Paul Rajek, mgr.

Mauston, Wis.—The branch warehouse of the T. H. Cochrane Co., of Portage, at this point, was badly damaged by fire July 11. On July 15 there was a second fire that destroyed the remaining contents of flour, feed, wheat, rye and oats, and wool.

Fond du Lac, Wis.—Walter E. Kuhn, formerly mgr. for a branch of the M. B. Helmer Mfg. Co. in this city, has resigned to respond to a call to the colors. He is taking a special course in the military training school conducted at the University of Wisconsin at Madison.

MILWAUKEE LETTER.

Bernard Stern & Sons have installed a new spout holder.

H. H. Hicks has been admitted to membership in the Chamber of Commerce, and the membership of J. B. Gilfillan, Jr., has been transferred.

The Lyman-Joseph Grain Co. has purchased the elvtr., which they have been operating under lease. At present the elvtr. is closed down for general repairs, but will shortly reopen. I. C. Lyman is pres. of the company, and Burton Joseph is sec'y-treas.

The following resolution was adopted by the board of directors of the Chamber of Commerce, July 9: Resolved, That the sale for deferred shipment of a carload of grain of a certain specified capacity—as, for example, a 60-capacity or 80-capacity car—shall be understood to mean a sale of the specified quantity mentioned, 60,000 pounds or 80,000 pounds, as the case may be, and that any quantity, delivered over or under this specified quantity shall be settled for as provided in Sec. 1 of Rule 17.

WYOMING

Wheatland, Wyo.—S. Manning is building an elvtr.

Cheyenne, Wyo.—The Wyoming Millers & Grain Dealers Ass'n has been organized in this city. Ralph Denio, of Sheridan, was elected pres., and D. F. Chandler, sec'y.

Pine Bluffs, Wyo.—Joe Evans has succeeded Ray Karlstrum in the elvtr. of the Pine Bluffs Farmers Clearing House. The latter resigned to answer the call to the colors.

Slater, Wyo.—S. Manning, who is building an elvtr. at Wheatland, is contemplating building one of 10,000-bu. capacity at this place. He will also have grinding machinery for a feed mill in connection with the elvtr.

Lightless Nights in Effect.

By order of the U. S. Fuel Administration the use of light generated or produced by the use or consumption of coal, gas, oil, or other fuel for illuminating or displaying advertisements, announcements, or signs, or for the external ornamentation of any building, will be discontinued entirely on Monday, Tuesday, Wednesday, and Thursday of each week within New England and the States of New York, Pennsylvania, New Jersey, Delaware, Maryland, and the District of Columbia, and will be entirely discontinued on Monday and Tuesday of each week in all the remainder of the United States.

The Bureau of Standards of the Department of Commerce has advised the Fuel Administration that it is estimated that about 500,000 tons of coal per year is used for advertising purposes, including display and show window lighting in the United States. Similar estimates fix the amount of coal used in advertising lighting in New York City at 16,000 tons per year.

CHANGES in the stations of federal grain supervisors have been made recently. Walter Fowler has been shifted from Chicago to Omaha; R. R. Saunders from Omaha to Louisville; C. L. Cannon from Louisville to Toledo; R. T. Miles from Toledo to Kansas City. V. L. Nigh at Baltimore has resigned and has been succeeded by Lee Gallaher from Fort Worth, Tex., and his place in turn has been filled by R. D. Jarboe from San Francisco. Fred L. Wallace has been shifted from Omaha to Boston. Charles F. Hegwein, who was with the Illinois State Department at Chicago prior to becoming supervisor at New York, has resigned to engage in the grain business.

Fire Extinguishers in the Elevator.

Grain elevator owners have long recognized the desirability, and in fact the necessity, for having at several places in the house some means for quickly extinguishing fire if a blaze once starts. This recognition has been strengthened and given greater force by the action of insurance companies specializing in grain elevator risks in demanding that suitable fire fighting apparatus be installed in every elevator covered by their policies. To some extent it may be said that the insurance companies were prompted and encouraged in their action by the knowledge gained from statistics that elevator fires result either in comparatively small losses, or they are total. In other words, they found that the fire which was not put out in its incipient stages usually consumed the entire plant.

Turning naturally to the means that were most readily available, the insurance companies specified buckets and barrels of water as the required fire fighting equipment. But soon it was found that this was not wholly satisfactory, for the reason that the water evaporated or froze, and thus was found missing or wholly useless when the need for it arose; and it soon became foul and ill-smelling because of the grain or other organic matter that found its way into the barrels and set up fermentation.

Taking a step to overcome these objectionable features, it was recommended that salt be used in the water to make a brine that would not freeze so readily nor ferment so quickly. But the salt rusted the hoops on the barrels and caused these containers to burst and spill the water.

Then there was suggested the idea of using metal containers filled with a non-freezing solution; and the use of calcium chloride followed quickly as a standard practice. The desired object had been attained, and most of the physical obstacles had been surmounted.

During all of this time various inventors had been busy in an effort to perfect an extinguisher having some mechanical means for throwing the extinguishing liquid toward the fire, while others had attempted to solve the problem by making provision for generating within the container itself a pressure sufficient to expel the liquid from the container and toward any point the operator desired. None of these extinguishers have supplanted barrels of salt water or metal containers filled with calcium chloride, because the advantages which they offer were not of enough value to overcome certain defects which they possess.

Nevertheless, there still remains much to be said for the really good fire extinguisher and the grain trade will welcome the advent of a device which possesses the good features that are desirable and which, at the same time, does not have the objectionable features. For use in the elevator an extinguisher must be non-freezing, it must contain a fairly large quantity of liquid, the liquid itself must be one which will stow fires originating in gasoline and other highly inflammable substances as well as those starting in wood, it should be free from delicate parts and mechanisms, and it should be one that can be tested easily and without expense.

SWEDISH HARVEST prospects vary from normal to excellent and the food commission hopes it will not be necessary to continue the rationing of bread next fall.

Grain Carriers

THE FEDERAL RAILROAD ADMINISTRATION plans to mutualize the fire losses of the carriers.

THE GRAIN BOARD of the Boston Chamber of Commerce has refused to accept the compromise offered by the railroads on the demurrage rates on hay.—S.

BURKET, IND., July 21.—All the elevators in this section of Indiana are full of wheat and can not get cars to ship. J. E. Foreman, sec'y Burket Equity Union.

CARLOAD freight passing thru the Chicago switching district for Newport News, Va., must be routed east via the C. & O. by order of the railroad administration.

WITH RAIL RATES advanced the lake and canal routes should be in position to get much more business, if the operators of the boats are permitted to quote rates as low as the cost of operation warrants.

FOR BONDS guaranteeing the payment of railroad freight charges as permitted by Director General McAdoo, the underwriters are quoting \$5 per \$1,000 per annum. No bond is required for the first 48 hours' credit.

THE NATIONAL INDUSTRIAL TRAFFIC LEAGUE again has changed the time and place of its summer meeting. It will be held Aug. 29 and 30, at Buffalo, N. Y., with convention headquarters at the Hotel Lafayette.

BRUCE BROS. GRAIN Co., Kansas City, has been awarded a refund of \$56.34 by the Interstate Commerce Commission from the Missouri Pacific Ry. Co., on two cars of corn shipped in 1915 from Trousdale, Kan., to Kansas City, Mo.

THE EARLY & DANIEL Co., Cincinnati, O., has been awarded reparation of \$12.50 by the Interstate Commerce Commission from the C. & O. Ry. Co., on account of excessive charges on five cars of corn shipped in 1915, from Illinois to Cincinnati.

SIoux CITY'S DELEGATION of two, composed of Charles C. Flanley and J. P. Haynes, which has been working at Washington, has been assured by the federal railroad administration that Sioux City will be given proportional grain rates.

THE GOVERNMENT barge line on the Mississippi River will be in operation in two months, says Federal Director Sanders. Ten towboats and 20 barges can be put in operation by that time. The line needs annually 1,250,000 tons each way to make it a success.

THE INTERSTATE Commerce Commission has decided in favor of the St. Louis Merchants Exchange in its complaint against the rule of the carriers requiring shippers to pay demurrage on bad order cars loaded with hay that have to be reloaded in order to get to destination.

MINNEAPOLIS BUSINESS interests are protesting against the increase in the rate on coarse grain to the wheat rate, as it makes an increase in the rate out of Minneapolis of 66% per cent and reduces the price that can be paid for grain to move east by way of that city, Minneapolis being at a disadvantage of 2 to 5 cents per bushel, compared with its former position.

GOVERNOR COX of Ohio has wired a protest to Director General McAdoo against the diversion of grain cars to Western connections. A com'te of the Ohio Grain Dealers Ass'n informed the governor recently that serious loss would result by delayed threshing and marketing.

W. G. McAdoo, director general of railroads, has been summoned to appear in Oklahoma City, Okla., July 31, to be a party to the rate investigation being made by the Oklahoma Corporation Commission, which declares that the present rates are unjust and discriminatory and threaten the business interests with bankruptcy.

AN URGENT appeal for cars was wired to Washington July 22 by Chas. Adkins, director of the Illinois State Board of Agriculture, stating that 14 elevators in Sangamon County have been closed because of the inability to get cars, and that unless the fall crops can be sold winter planting of wheat will be seriously interfered with.

LAKE VESSEL owners at a meeting with representatives of the Food Administration at Cleveland, O., July 22, agreed to move all the grain out of Chicago and all Lake Michigan ports on the following basis: Shippers will pay, in consideration of assured tonnage for all their requirements, the following rates: To Buffalo, a basis of 3 $\frac{1}{2}$ c bu. for wheat; to Georgian Bay ports, a basis of 6c bu. for wheat.

FREE TRANSPORTATION for employees and equipment of the Bureau of Standards and access to all scales and testing equipment of the railroads is provided in an order of the U. S. Railroad Administration, in Circular No. 13, to the end that the Bureau may "reach a proper conclusion as to suitable specifications and tolerances for the various classes of scales and weighing devices."

A PROTEST against the advance of over 25 per cent in the rates on coarse grain was made at a meeting of grain dealers at Phillipsburg, Kan., recently and forwarded by E. J. Smiley, sec'y of the Kansas Grain Dealers Ass'n, to the state utilities commission, and the director general of railroads, the latter advising that the matter be taken up with E. R. Lincoln, chairman of the Kansas City district freight com'te.

INFORMATION for shippers, formerly supplied by the lines whose offices at Omaha have been discontinued, will be furnished by a com'te named by the U. S. Railroad Administration. W. W. Johnston of the Burlington will handle business for the Pennsylvania lines, R. D. Miller of the Northwestern for the Erie, B. J. DeGroodt of the Great Western for the Chesapeake & Ohio and the Nickel Plate, Eugene Duval of the Milwaukee for the Grand Trunk and the Michigan Central, E. P. Hennessy of the Rock Island for the New York Central and the L. S. & M. S., C. E. Staley of the Illinois Central for the Minneapolis & St. Louis, F. L. Feakins of the Missouri Pacific for the C. C. C. & St. L. and the Southern, C. J. Lane of the Union Pacific for the Colorado Midland and the Denver & Rio Grande, and George M. Entriken of the Wabash for the Baltimore & Ohio.

WE HAVE NOT QUIT the grain business, but the business has left us to a certain extent owing to government regulations. It may come back.—Wm. P. Brazer, Philadelphia, Pa.

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Com'n the carriers have made the following changes in rates:

C. & E. I. in sup. 6 to 6639—C gives rules governing milling and malting in transit privileges on grain and grain products, effective June 25.

C., B. & Q. in sup. 12 to 1218—C quotes rates on grain and grain products from stations in Kansas, Nebraska and Colorado to Cairo, Metropolis, Ill., Evansville, Memphis, and New Orleans, effective June 25.

Alton in sup. 1 to 1581—F gives joint and proportional rates on grain and grain products from stations on the Alton and Hannibal and Louisiana, Mo., to Atlantic seaboard and eastern interior United States and Canadian points, effective June 25.

C. & E. I. gives local, joint and proportional rates on grain and grain products, corn cobs, broom corn and seeds from stations on the C. & E. I. to points in the Dominion of Canada, New England, New York, the Eastern seaboard, the Southern states and Wisconsin, in freight tariff No. 622—D effective June 22.

Monon in sup. 2 to C. I. & L. tariff No. 7029—A, issued for the director general of railroads under authority of his circular No. 1—A, gives reduced rates to Louisville, Ky., by route No. 25 via C. I. & L. Ry. direct; or via C. I. & L. Ry., Indianapolis, Ind. and P. C. C. & St. L. R. R.; or via C. I. & L. Ry., Indianapolis, Ind., and C. C. C. & St. L. Ry., effective July 20.

C. & E. I. on July 3 issued sups. 6 and 7 to I. C. C. 2889 applying to Illinois state traffic in connection with participating carriers on grain and grain products, broom corn and seeds from stations on the C. & E. I. and from Cairo via the M. & O. to stations in Illinois, withdrawing a cancellation to have been effective Aug. 29 and continuing in effect item No. 57—A, page 6 of sup. 1.

C. & E. I. in sup. 1 to 622—D gives local, joint and proportional rates on grain and grain products, corn cobs, broom corn and seeds from stations on the C. & E. I. to Canada, New York, New England and the Southeast, effective June 25. The rate on grain from stations between Chicago and Dolton, domestic, to New York, is 30.5c via Watseka, T. P. & W. Ry. and connections, and 24.5c reshipping when no thru joint rates are in effect via Chicago. To Baltimore the rate is 27.5 and 21.5c. A 31-cent export rate is made to New York, Boston, Portland, Me., Quebec, Que., Pt. Levi, Que., and St. John, N. B., from Clay-tonville, Cissna Park, Hustle, Bongard, Henning, Jamesburg, Sullivan, Kirksville, Kinmundy, Ill., and Young, Vincennes, Duncan, Ingle, Evansville, Del Carbo, Phoenix, McGary and Mt. Vernon, Ind. To Halifax the rate is 1c higher and to Montreal and Philadelphia 1c lower; Baltimore, Newport News and Norfolk 1 $\frac{1}{2}$ c lower.

LORD RHONDDA, food controller of Great Britain, died recently, after several months' illness.

THAT COUNTRY ELEVATORS are not undergrading the farmers' wheat is indicated by published figures showing the per cent of the crop falling into each grade at country elevators and the per cent of the crop by grades as received at terminal elevators. The country elevators covered by the figures include elevators in Minnesota, North Dakota, South Dakota, and Montana. In Minnesota 54.8 per cent of the wheat received at country elevators was graded No. 1, while the figures for North Dakota show 78.4 per cent, and the average for all four States was 64.7 per cent.—U. S. Dept. of Agriculture.

The New
Process
FLAVO



*Made of —
Wheat
Grown at Home
Milled at Home
Sold at Home
To Home People*

*The
Best
Yet*

*Milled
Exclusively
on the
AMERICAN
MIDGET
MARVEL
MILL*

Americia's Community Flour

The American (Midget) Marvel Mill can be installed in small space, requires but one man to operate and takes little power. It will produce more pure white, nutritious flour per bushel of clean wheat than any other milling process.

To make success assured, we virtually enter into partnership with you and work with you in the operation of the mill and in building up a profitable business.

Owners of this wonderful mill are entitled to market their flour under our nationally advertised brand—FLAVO FLOUR.

Investigate this opportunity. Men of action are the winners in life. Send the coupon now. No three cent investment ever offered you more.

The Anglo-American Mill Co.
435 Trust Building Owensboro, Ky.

Earn Big Money!

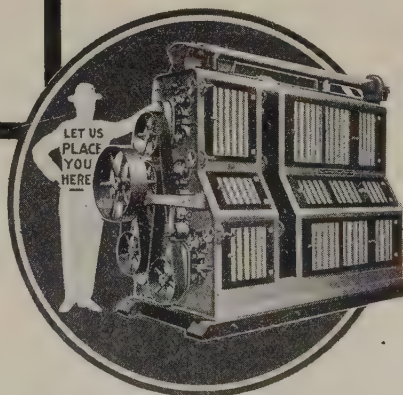
The Logical Business for Elevator Men. Over 1400 AMERICAN (MIDGET) MARVEL MILL owners are netting from \$3,000 to \$10,000 a year in profits, manufacturing FLAVO—America's Community—FLOUR nationally advertised.

This mill will bring business to your elevator. It eliminates the worry of changing market prices, car shortage and traffic cost.

Previous milling experience is unnecessary with this single unit, self-contained, one-man flour mill.

Why ship out your wheat and ship in your flour? Be the FLAVO miller in your community. You have the power, you have the available space to install this wonderful new process mill. It will earn you more money milling wheat than you ever earned shipping it.

Sold on 30 days' free trial and very easy terms of payment. It will pay for itself from its own profits.



Anglo-American Mill Co.,
435 Trust Bldg., Owensboro, Ky.

Send full details of your wonderful flour mill, free trial offer, easy terms and co-operative plan.

Name
Business
Address

Feedstuffs

THE ANNUAL meeting of the Mutual Millers & Feed Dealers Ass'n will be held July 26 at Jamestown, N. Y.

MEMBERS of the American Feed Manufacturers Ass'n are filing protests with the Interstate Commerce Commission against the increase of two cents per 100 lbs. in the rate on molasses.

A FINE of \$25 and costs was imposed on the Ferger Grain Co., Cincinnati, O., on the charge of having represented Sunshine Molasses Dairy Feed to contain more protein and fat than shown by analysis.

COTTONSEED oil cake is being used as fuel in Egypt on account of the high price of coal, which is selling at \$80, against \$15 for the oil cake. A ton of cake equals in heating power 4/7 ton of coal, and all the cake ashes is readily sold as fertilizer at a good price.

FOR ADDING WATER to oats judgment of condemnation was given against 350 sacks of oats shipped by the Halliday Elevator Co., Cairo, Ill., to Texas; but shipment was released to claimant Clement Grain Co., Waco, Tex., on giving bond to relabel to show the amount of moisture.

A SAMPLE of Moca Dairy Feed analyzed by the Bureau of Chemistry of the U. S. Dept. of Agriculture was found to contain 0.96% fat, 7.35% protein, and 17.09% fiber, while the label of John T. Gibbons, New Orleans, La., called for 4% fat, 12% protein and 12% fiber, resulting in a fine of \$10.

MALT SPROUTS had been so mixed with hulls and chaff and other foreign matter that the Bureau of Chemistry declared it to be adulterated, and confiscated 424 sacks shipped by K. & E. Neumond, St. Louis, Mo., but released the shipment to claimant J. J. Badenoch Co., Chicago, Ill., on condition that it be relabeled malt screenings.

ADULTERATION and misbranding was alleged by the government in the case of 750 bags of oats labeled "Plump and heavy white oats," and shipped by Henry D. McCord & Son, from New York to Cuba. Each of the bags was found to contain oats, barley screenings, and no grade white clipped sulfured oats. The shipment was released on condition that it be labeled "Oats and barley screenings."

THE UNION SEED & FERTILIZER Co., St. Louis, Mo., has been fined \$25 and costs for labeling American Red Tag Cotton Seed Meal to show less crude fiber and more nitrogen, ammonia and protein than analysis proved. The Richmond Cotton Oil Co., Memphis, Tenn., has been fined \$10 and costs for labeling Dixie Brand Cotton Seed Meal to contain 38.62 to 43% protein when analysis showed but 30.7%.

DENVER, COLO.—The F. C. Ayres Mercantile Co. has been fined \$200 payable to the Red Cross, deprived of its license for 30 days and ordered to make a refund of excess profits on the charge of having bot 670 sacks of mixed feed at Sheridan, Wyo., and resold them at Sterling, Colo., at an advance of \$7.50 per ton, when the Food Administration allows but \$1.50. The company also is alleged to have made \$1 per barrel on flour.

WAUKEGAN, ILL.—Three reinforced concrete grain tanks are just about completed at the calf meal factory of J. W. Barwell. During the past year the plant has manufactured corn meal, rye flour, barley flour, oat flour, etc.

KANSAS CITY, Mo.—The Board of Trade has changed its commission rate for buying and shipping to 50 cents per ton on alfalfa meal and \$5 per car on millfeeds. To members the rate will be 40 cents on alfalfa meal and \$4 per car on millfeeds.

CHICAGO, ILL.—Rosenbaum Bros. have let the contract to James Stewart & Co., for a large reinforced concrete feed mill. It will be equipped especially for the manufacture of poultry feed. The new building will adjoin the firm's big elevator at 87th and Stewart avenue.

THE FOOD ADMINISTRATION requests millers and jobbers to refrain from quoting in their circular quotations split cars of feedingstuffs containing wheat feeds in the assortment. This does not prevent the quoting or sale of assorted carloads where buyer specifies the assortment desired. We believe this rule desirable with view to permitting certain by-products to seek their natural level of prices dependent upon law of supply and demand.—G. A. Chapman, of Feedingstuffs Division of Food Administration.

Canadian Shippers Fighting Allowance for Shortage.

The pernicious practice of assessing shortages against the trade by establishing a system of insurance to which all would be compelled to contribute is being vigorously opposed at its inception by the Winnipeg Grain Exchange, which recently posted the following notice:

A short time ago the council was advised by the Board of Grain Commissioners that definite arrangements had been made whereby the "Wheat Export Co." has agreed to insure against shortage on grain cargoes, shipped to Canadian ports. Further, the board has expressed the opinion that other shippers should adopt some similar method of insurance. The council, after considering the matter at some length, instructed the assistant secretary to write as follows:

This matter has been considered by the council of this exchange, who have directed me to advise you that they strongly protest against the general adoption of a system of insurance against shortage as referred to in your letters of the 27th June and 4th inst.

Not only are the terms of the arrangement contrary to Canadian law, but they are absolutely out of line with the opinion of the Prime Minister and his cabinet, expressed to a deputation of grain shippers, and members of this exchange, which waited upon them in Ottawa, Feb. 16, 1915. The council feel that before any change affecting the terms and conditions of the present lake bill of lading is accepted and officially recognized, all interested shippers of grain should be given an opportunity to present their views.

(Signed) I. T. IRVING,
Assistant Secretary.

E. P. PECK, Omaha, Neb., has been elected pres. of the Terminal Elev. Grain Merchants' Ass'n. He succeeded G. F. Ewe, of Minneapolis, who was obliged to resign because of ill health. Charles B. Pierce, of Chicago, has been elected first vice-pres. and Nesbit Grammar, of Buffalo, second vice-pres. Emanuel F. Rosenbaum was elected director for the Chicago district.

Insulated Platform Before Motor.

The starting compensators installed with motors now in use are so well built, and so thoroughly insulated where insulation is necessary, that one need have no fear of receiving an electrical shock thru placing one's hand on the starting lever; and when Clarence Lovell, an employee of the El Reno Mill & Elevator Co. at Waukomis, Okla., made the insulated platform shown in the drawing that is reproduced herewith, he realized all of these things. But, just the same, he desired to guard against the chance "leak" which he felt might possibly develop at some future time.

The platform is built up of boards as a base, using two 2x6's for cleats and feet, and a sufficient number of 1-inch boards of the desired length to form the body of the platform. The 1-inch boards are nailed to the cleats in the usual manner. However, it will be best in making a similar platform to see that the nails do not go thru the cleats at the lower side. The cleats are shown at "A" in the drawing and the 1-inch board body at "B."

Next after laying the 1-inch boards a grooved flooring board was nailed to the platform, as at "C." Into the groove of this flooring board was inserted one edge of a piece of rubber belt at "D," the length of which equals the width of the platform body. The other edge of the rubber belt is nailed to the boards beneath by means of a few small nails. Then another piece of rubber belt, "E," is placed on top of the first, a generous lap being allowed at the joint to cover the nails which hold "D" in place. No nails are placed thru "E" at the joint, but at its other edge it is nailed in the same manner as "D"; and still another piece of belt is placed on top of it, the joint again being lapped. This may be continued until the platform is of the desired size, when the edge of the last piece of belt is fastened by means of a wooden cleat, "F," thru which a few nails are driven.

The finished platform is to be placed immediately before the starting compensator so that when the operator enters the room to start the motor he steps onto the platform before grasping the starting lever or touching the switch.

Care having been exercised in building the platform to see that no nails protrude thru the cleats to touch the floor, and there being no exposed nails in the rubber belt covered surface of the platform, there is, so far as the matter of insulation is concerned, nothing between the operator's shoes and the floor but rubber belt and dry wood. Now, rubber belt and dry wood are not, of themselves, perfect insulating materials, but they are quite good for the purpose. And this fact, added to the care which was taken by the manufacturer of the starting compensator, practically guarantees the removal of all danger of electrical shock to the operator while starting the motor.

GEO. S. JACKSON, vice pres. at Baltimore of the Grain Corporation, has authorized the grading of wheat prior to July 15 under the new rules then effective.



Insulated Platform before Electric Motor.

Supply Trade

THE RECENT report that the Morgan Grain Valve had been taken over by the Union Iron Works is erroneous, as the valve is being manufactured at Indianapolis by J. H. Hayne.

THE GOVERNMENT is taking steps to establish standards of screw threads for adoption in manufacturing plants all over the country. The idea is to avoid unnecessary delay and inconvenience and to facilitate the different grades of work.

Advertising pays when it is made to pay. The plowing, planting and growing of a crop is not profitable without harvesting it. We are continually meeting advertisers who seem to expect the fruits of advertising to harvest themselves.—*Mahin Messenger*.

MILWAUKEE, WIS.—Mr. Charles Allis, the first president of the reorganized Allis-Chalmers Co., and head of the Chicago Belting Co., died recently at the age of 65. Mr. Allis was also a director of other large concerns and chairman of the Milwaukee Council of Defense.

THE NATIONAL Federation of Building Industries was organized recently at Atlantic City for the purpose of placing the building trade on a war basis, whereby its resources may be placed fully at the disposal of the government. The organization includes dealers and manufacturers of building materials and all affiliated branches.

An Almost Perfect Elevator Paint.

If an absolutely perfect paint were possible, there would be no wear-out and no need of repainting.

Perhaps the nearest approach to a perfect protective coating, outside of some special high-priced coating, is Dixon's Silica-Graphite Paint.

The pigment is certainly an ideal one, being silica-graphite, both minerals being mined from the same mine, and when viewed under the microscope the silica is seen to be of flake formation, the same as the graphite, and the flakes of graphite.

This silica-graphite, when ground to a fine condition, is still seen to be of flake formation. No matter how finely ground, the flake formation can still be seen under the microscope.

This finely divided silica-graphite is in turn carefully ground and ground for a long time with the oil, after which it is thinned to the proper consistency, and so evenly divided is the pigment and oil, to which no other vehicle is added, that the ready mixed paint will stand for a very long time without settling. In time of course it will settle and, therefore, should always be thoroughly stirred before being applied.

The silica is to the graphite what the copper alloy is to the gold in a gold chain. No gold chain twenty-four carats fine would resist ordinary wear—neither will an all graphite paint prove durable. For protecting metal surfaces, and for a long service paint, silica-graphite cannot be too highly recommended. The pigment, practically speaking, is not affected by acids or alkalies and the paint therefore, is well adapted for many uses where no other form of paint could long stand trying conditions.—*Graphite*.

L. M. Hicks Makes Change.

The latest addition to the personnel of the Root Grain Co., of Kansas City, is L. M. Hicks, whose portrait is reproduced herewith. Mr. Hicks will represent the firm as a traveling solicitor.



L. M. Hicks, Kansas City, Mo.

For the last 3 years Mr. Hicks has been with the A. C. Davis Grain Co., and prior to that he was in the employ of the inspection department at Kansas City. His varied experience in the handling of grain has given him an understanding of its problems that make his services of much value, both to his firm and to the customers whose business he handles. He will be able to draw upon his knowledge of inspection matters to assist him in advising shippers upon whom he calls in regard to the new grades.

Mr. Hicks has an extended acquaintance in the trade who will wish him well in his new connection.

Books Received

THE MODERN MOTOR CAR for 1918-1919 will soon be issued with revisions and additions bringing this standard work up to the minute, making it a complete, practical and handy reference cyclopedia on all matter connected with the care, repair and upkeep of every type of automobile, old and new, by Harold P. Manly. Illustrated with 225 engravings from detail drawings and photographs; 536 large pages, with 24-page alphabetical index; bound in flexible keratol. Laird & Lee, Chicago. Price, \$2.

WHEAT STORAGE PROBLEMS is a study of conditions in Australia resulting from an unprecedented accumulation of wheat due to lack of ships, and deals with methods suggested for handling wheat that has gone out of condition or been attacked by vermin. Experiments are outlined on results of lime treatment, drying, fumigation with carbon bisulfide, carbon dioxide and hydrocyanic gas, and the comites advise additional tests. Bulletin No. 5, Advisory Council of Science and Industry, Gerald Lightfoot, Sec'y, East Melbourne, Australia.

JULY 4 was celebrated for the first time in the history of the Liverpool Corn Exchange by adjourning over the day.

WE ARE READY FOR BUSINESS

Through the Food Administration Grain Corporation the grain business of the country practically has been turned back to grain dealers.

It is now our business to demonstrate that we can wisely and economically handle the great grain crops of this country, including wheat. Our facilities ramifying in many directions from Chicago, which include large storage and excellent drying facilities, are at your service.

Men trained for years in the grain business, who know how to get satisfactory results, welcome an opportunity to serve you efficiently.

Send us your consignments.

Wire us collect for bids.

Send us samples of your grain.

Read the weekly Rosenbaum Review.

J. ROSENBAUM GRAIN CO.

Chicago
Kansas City
Oklahoma City
Fort Worth

Galveston
New York
New Orleans
Omaha

Grain Scale Book

Form 23 is an Indexed Journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10x15 1/2 inches, of Atlas linen ledger paper. A 28-page index in front. Extra heavy cloth covers with leather back. Price, \$2.75.

GRAIN DEALERS JOURNAL

315 So. La Salle Street CHICAGO, ILL.

Receiving and Stock Book

FORM 321 is designed for keeping a record of each kind of grain received at a country elevator in a separate column so that buyer can add up columns and quickly determine the number of bushels of each kind of grain on hand. Herewith is reproduced top of a page showing column headings, rulings and spacing.

The book is formed of 160 pages of superior linen ledger paper, each page 9x12 inches. Spaces are provided for 3,200 wagon loads. The book is well bound with leather back and round corners. Price, \$1.75.

GRAIN DEALERS JOURNAL

La Salle St. Chicago, Ill.

Supreme Court Decisions

Arbitration.—While the statutes of this state do not provide for an arbitration, and arbitration under common law may be held, and the courts favor settling of disputes by such arbitration and encourage the same, and when an arbitration is had and an award made, and the arbitrators acted within the scope of their authority, and no legal grounds for attack upon said award is shown, the award determines the rights of the parties as effectually as a judgment, and is res judicata of all questions involved in the controversy upon which the award was made.—*Burke Grain Co. v. Stinchcomb*. Supreme Court of Oklahoma. 173 Pac. 204.

Liability on Shipment to Mexico.—Where a contract for the sale of corn in Mexico required the buyer to assume all risks of loss during transportation and to pay drafts with bill of lading attached on presentation, the seller cannot recover for corn loaded in cars, which was destroyed by fire prior to shipment. Where, pursuant to a contract made in Mexico for the sale of corn, the buyer deposited \$500 to the credit of the seller, the deposit must, as the price of the corn was fixed in Mexican currency, be deemed to have been made in that medium; so, on a suit in the United States involving the contract, the seller could not be charged \$500 in United States money, a Mexican dollar at the time of deposit having been worth only 44 cents in the currency of the United States.—*Wormser Bros. v. F. Marroquin & Co. U. S. Circuit Court of Appeals*. 249 Fed. 428.

Carrier Liable for Failure to Deliver.—Plaintiff, owner of beans, shipped them over defendant's road, by B/L reciting receipt of them from plaintiff, consigned to him, notify C. Draft on C. not being paid, and being returned to plaintiff with B/L, he re-shipped them, surrendering to defendant the first B/L, and receiving from it another reciting receipt from "owner" of the beans, consigned to order C., notify P., and signed C. shipper, and requiring its surrender properly indorsed before delivery of the property. This, on plaintiff's draft attached thereto not being paid, was returned to plaintiff. Held that, plaintiff having put defendant in possession of the beans, and always retaining control of the B/L, could recover of it for the beans, they never having been delivered.—*Ortner v. Mich. Cent. R. Co.* Supreme Court of Michigan. 167 N. W. 851.

Carrier's Claim Barred by Statute of Limitations.—When an account is continuous, a running account, and it is fairly inferable from the conduct of the parties while the account was accruing that the whole was to be regarded as one, as in the case of a merchant's account against a customer, none of the items are barred by the statute unless all are. Where it was the practice of plaintiff railroad to render defendant grain company, from day to day, as service was rendered, an itemized statement, on which defendant would check off items it admitted and pay them by check, designating the items paid, which items plaintiff entered on its books as paid, plaintiff's claim for the items repudiated by defendant was not an open, continuous account, not being regarded as such by either party. That defendant requested plaintiff to delay suit until certain suits were decided, and that after those suits were decided defendant requested further delay until it could check up plaintiff's bills and ascertain if they were correct, does not estop defendant from pleading the statute of limitations; defendant's action amounting to merely putting off plaintiff with a request for delay.—*St. Joseph & Grand Island Ry. Co. v. Elwood Grain Co.* Kansas City Court of Appeals, Missouri. 203 S. W. 680.

Recovery of Excessive Freight Charges.—Where a shipper has paid a rate afterwards declared by the Interstate Commerce Commission to be excessive, he may recover as damages the difference between the excessive rate and the rate declared to be just and reasonable by the Commission, without proof of actual injury.—*Atchison, T. & S. F. Ry. Co. v. Spiller*. U. S. Circuit Court of Appeals. 249 Fed. 677.

Extra Switching Charge of \$1.50 at Minneapolis Unlawful.—Where trunk lines companies owned all of the stock and controlled a railway company whose entire mileage was part of their terminal facilities, they cannot, on the theory of its separate corporate entity, impose on shippers and industries, reached by such company's line, charges in excess of their ordinary rates to the terminal point, for, despite the rule that ownership of capital stock in one corporation by another does not create an identity of corporate interest, or render the stockholding company the owner of the property of the other, the courts, where stock ownership is resorted to for the purpose of controlling a subsidiary company, so that it may be used as a mere instrumentality of the owning company or companies, will disregard the separate corporate identity of the subsidiary company.—*C. M. & St. P. Ry. Co. v. Minneapolis Civic & Commerce Ass'n*. Supreme Court of the United States. 38 Sup. Ct. Rep. 553.

Jurisdiction of Commission and the Courts.—Where a railroad company operates two lines between the same point, and the freight rate over one is less than the rate on the other, it is ordinarily the duty of the carrier to ship by the cheaper route; but the duty is not absolute, the carrier being bound to consider, not only the shipper's interest, but its own and that of the public, and if, all things considered, it would be unreasonable to ship by the cheaper route, the carrier need not do so. Where the question whether a carrier's practice of routing intrastate shipments over its interstate line, instead of its intrastate line, for which a lower rate had been prescribed, was reasonable, was an administrative one of perhaps considerable complexity, the state court should not, in advance of the Interstate Commerce Commission's determination of the question, assume jurisdiction of actions to recover the amount by which the freight for shipments carried over the interstate line exceeded the intrastate rate. *Nor. Pac. Ry. Co. v. Solum*; *Monarch Elevator Co.*, and *Duluth Elevator Co.* Supreme Court of the United States. 38 Sup. Ct. Rep. 550.

Guaranty of Building Contract by Co-Operative Ass'n.—The plaintiff furnished to a building contractor certain machinery supplies for an elevator upon receipt of a letter from the secretary of the elevator association that the latter would guarantee the payment of the supplies. The minutes of the corporation recited: "Directors' Meeting, Oct. 2, 1915. The secretary is hereby instructed to write the Great Western Manufacturing Co. . . . that the association will guarantee the payment of machinery going into the elevator now under construction by G. A. Porter, under contract." The by-laws of the association provided for monthly meetings at which all officers should submit statements showing all transactions since the last meeting. The corporate minutes and the secretary's action stood unchallenged for several months and until the association was called upon to pay under its guaranty. Held, that the minutes of the corporate record could not be impeached by the parol evidence of the directors, who did not remember the directors' meeting or what transpired thereat; that the association is estopped to dispute the accuracy of its corporate minutes; that by inaction of the board of directors at their subsequent monthly meetings the association acquiesced in and ratified the conduct of the secretary.—*Great Western Mfg. Co. v. Farmer's Union Co-Operative Ass'n of Hoxie, Kan.* Supreme Court of Kansas. 172 Pac. 1018.

No Waiver of Four Months' Notice of Claim.—The carrier of an interstate shipment under a uniform B/L, approved by the Interstate Commerce Commission, which became a part of the tariff rate filed by the carrier with the Commission, and required notice to the carrier within four months of delivery, at point of delivery or point of origin of claims for loss, damage, or delay, could not waive compliance by the shipper with the stipulation, either expressly or by implication, but was bound to enforce and give effect to the same as a part of its tariffs filed with the Commission.—*Houston, E. & W. T. Ry. Co. v. Houston Packing Co.* Court of Civil Appeals of Texas. 203 Southwestern 1140.

Carrier Liable for Delay.—General damage, through a carrier's delay in delivering freight, cannot become special damage because of the unusually great loss, due to a short duration of the season for sale or use of the goods. Unusual loss to a shipper of seasonal goods having a limited time for sale, such as straw hats, caused by the carrier's delay in returning the goods after refusal by the consignee pursuant to arrangement, does not create an exception to the ordinary or market value rule of damages; the carrier being liable for the difference in the market value between the time of arrival and the time when the goods should have arrived.—*Steinberg v. Erie R. R. Co.* Supreme Court of New York. 170 N. Y. Supp. 893.

Carrier Can Recover Undercharge of Consignee.—By releasing a shipment from its custody, the carrier lost its lien, and is remanded to its contract rights if it made an undercharge for the transportation. Where carloads of fruit were shipped in interstate commerce to a commission merchant, which, as to some, told the terminal carrier that it was acting as a commission merchant, and was not owner, and, as to others, made no such statement to the carrier, the carrier was not estopped as matter of law to claim from the consignee undercharges, on the shipments as to which the consignee did not state it was not owner, from the lawful rates established under the Interstate Commerce Act; it having misstated the rates.—*New York Cent. & H. R. R. Co. v. York & Whitney Co.* Supreme Judicial Court of Massachusetts. 119 N. E. 855.

Party Paying Freight Is Entitled to Refunds.—As between the seller and purchaser of a commodity transported by a common carrier the one who bears the expense of transportation is entitled to the refund for overcharges. The application of this principle does not give the plaintiff a right of recovery. He did not sell to be delivered at Minneapolis. No one was to pay freight to Minneapolis and no one did. He did not sell to be delivered at Mankato he paying the freight. He sold at a price fixed by deducting the published freight rate from points of origin to Minneapolis, never intended to be and never in fact incurred or paid, from going Minneapolis prices. The defendant paid the freight to Mankato. The Minneapolis freight rate in the minds of the parties in fixing a price was the published rate in accordance with which remittances were made and uncomplainingly received. We hold that the evidence does not sustain a finding that the rates were for delivery at Minneapolis at current prices with freight chargeable to the plaintiff, or that any rate other than the published one was in the minds of the parties; that it requires a finding that the selling price was fixed at Minneapolis current prices, less the published carrying charge, the defendant and not the plaintiff paying the carrying charges from the points of origin to Mankato; and that the plaintiff, upon the statutory rates later being held valid, could not recover the difference between the published rates and the statutory rates to Minneapolis.—*Richard L. Houck v. Hubbard Milling Co.* Supreme Court of Minnesota. 167 N. W. 1038.

Confirmation Governs Shipping Date.

Arbitration Com'te No. 1 of the Grain Dealers National Ass'n, composed of C. D. Sturtevant, Geo. P. Bissel and J. R. Murrell, Jr., found for plaintiff, Pierson-Lathrop Grain Co., Kansas City, Mo., and against defendant, Collins Grain Co., Fort Worth, Tex., to the extent of \$63.50 on a claim for \$476.91, growing out of the refusal of two cars of corn for 15 days' shipment.

The Com'te found that: Trade was made thru two brokers, one in Kansas City and one in Fort Worth. Telegrams completing the transaction were exchanged Saturday afternoon, April 28. The Fort Worth broker confirmed the trade on April 28 and the Kansas City broker confirmed on Monday, April 30. The latter confirmation was accepted in writing by the defendant.

Plaintiff shipped one car, which was accepted and paid for by defendant. The last two cars were shipped May 15, the last day of the contract, if it was made April 30, and two days after expiration, if made April 28. Defendant refused payment of drafts and plaintiff was advised of this fact not later than May 21. Plaintiff allowed the cars to go through to destination where they were sold June 1 at a loss of \$235.93 on one car and \$237.48 on the other. Plaintiff claims the sum of these two amounts, plus \$3.50 protest fee, or a total of \$476.91.

We find that altho the trade was made April 28, the confirmation of the Kansas City broker, dated April 30 and signed by the defendant, constitutes an amendment in writing to the original contract, and, therefore, shipment on May 15 was within the life of the contract as amended.

We also find that it was the duty of the plaintiff to sell the corn to best advantage as soon as apprised of the refusal of the defendant to accept the corn.

On May 21 plaintiff wrote to E. M. Rogers of Fort Worth, who was the Fort Worth broker in the original transaction as follows:

"We have wired you this afternoon

asking you to secure your best offers on two cars of No. 2 white corn which we sold to the Collins Grain Co., and which is en route to Ft. Worth via the Rock Island. In line with your letter this morning looks like we should be able to secure as much for the corn as sale price to the Collins Grain Company; fact of the matter is, Kansas City market is higher and we are tonight asking \$1.83 for No. 2 white corn. Inasmuch as re-sellers are discounting the market, presume we will have to cut prices 1c to 2c per bu. to make sale."

From this letter it is clear that plaintiff anticipated no loss when the corn was rejected, and defendant introduces evidence not controverted by the plaintiff that the corn could have been sold May 23 at \$1.78 group one Texas.

It is clear that if the market had advanced while the corn was in transit, the profit resulting therefrom would have accrued to the plaintiff, and conversely, as the market declined, the loss resulting from decline in the market from May 23 to June 1 must be born by him.

THIS YEAR'S HARVEST in the United Kingdom will give 40 weeks' supply, says Sir Arthur Lee, director-general of food production, compared with only 10 weeks' supply from the harvest of 1916-17, and 13 weeks' supply from that of 1917-18. A surplus of bacon is on hand, and the stock of sugar is 20 times what it was a year ago. Enough wheat is on hand to supply the country until the next harvest. These gratifying results are due to the vigorous means taken by the British Government not to restrict trade or cut down profits, but to increase the crops. Since 1916 the number of allotments cultivated has increased 800,000 to 1,300,000. The demand for ships to move foodstuffs to England will drop off greatly and enable President Wilson to ship more men and munitions to France and food from the United States to France, Belgium, Holland, Norway, Sweden, Italy, Russia, etc.

Claim Barred by Delay.

Arbitration Com'te No. 2 of the Grain Dealers National Ass'n, composed of Elmer Hutchinson, Jno. S. Green and F. E. Barker, ruled against the Globe Elevator Co., of Buffalo, N. Y., plaintiff, and in favor of F. W. Brode & Co., of Memphis, Tenn., defendants on a claim growing out of a shipment of cotton seed meal to contain 38½ per cent protein.

The meal was unloaded at Buffalo and reloaded, one car going to New Milford, Pa., and the other to Waverly, N. Y., where the buyers reported the sacks were tagged 36 per cent protein, and refused the meal. The cars were forwarded on east and sold at a loss for which claim was made.

Defendants asked that samples of the meal be furnished that they might have same analyzed and they would be willing to adjust any difference on the basis of value as shown by such analysis, but plaintiffs had disposed of the meal and the identity was lost and this could not be done.

The Com'te held that "as the plaintiffs received the meal and paid for same and kept it in their possession or that of their agent, the warehouse company, for a period of approximately three months and then disposed of same without defendants' knowledge and without any opportunity on defendants' part to protect their interests, plaintiffs are estopped from recourse on defendants. Therefore, we would find for defendants and order costs to be paid by plaintiffs."

HANDSOME POSTERS are being sent out by the Bureau of Chemistry suggesting how to guard threshing machines against explosions of dust.

HESS GRAIN DRIERS

Ten sizes—all capacities.

Continuous and batch discharge.

Dry anything granular; grain, seed, peas, beans, cotton seed, etc.

New Booklet ready.

HESS WARMING & VENTILATING CO.
907 Tacoma Bldg., Chicago, Illinois

For steam heat only (see Fuel Administration's ruling on fire heated driers)

Shortage of skilled labor, and restrictions in the use of steel suggest early purchases

Patents Granted

1,269,471. Car Mover. Chas. McCarter, Decatur, Ill., assignor of one-half to Chas. F. Evans, Decatur. Two wheels on the rail support a carriage on which is mounted a lever operating a wheel grip. Rollers on top of the carriage engage the sides of the wheel to steady the carriage on the rail.

1,269,960. Conveyor. Wojciech Przednowek, Cromwell, Man., Canada. The endless belt has a plurality of carrier blocks disposed on its surface, the blocks having stems extending into slots running across the belt. All of the blocks in one row are engaged together by stems and openings on their sides.

1,269,741. Treating Grain. Peter Provost, Minneapolis, Minn. The cleaned grain is heated while in motion, cooled while traveling, dampened, heated a second time and stored in bulk for a considerable time to undergo a sweat and cool. It is scoured and then heated for a third time preparatory to milling.

1,269,577. Bag Holder. Jacob Bolander, Toronto, Canada. The supporting arms have upwardly offset portions over which the rim of a bag may be folded, grippers being secured at the inner ends of the arms. The outer ends of the grippers engage the upwardly extending offset portions of the arms to bind the folded rim of the bag thereon.

1,269,085. Grain Separator. Samuel A. Jeske, Jamestown, N. D. A plurality of screening elements are arranged in stepped relation, each element comprising a sheet of metal longitudinally corrugated, the corrugations being open at their discharge ends, a side wall of each of the corrugations being provided with a longitudinally extending series of perforations, oval in form.

1,268,218. 1,268,219. Distributing Spout. Fred W. Cooley, Minneapolis, Minn., assignor to James J. Gerber, Minneapolis. This is a combination of two distributing spouts connected to the supply receptacles by offset swivels. On the receiving ends of the two spouts are inclined aprons, the positions of which are alternately changed. The delivery ends of the distributing spouts are arranged to be independently brot into registration with the same or any one of the spout openings.

1,269,360. Automatic Scale. Richard J. Zanone, New Albany, Ind. The scale comprises a frame, a scale beam, a delivery chute, a feed gate, a catch adapted to engage with the gate and hold it open, a

shaft and coacting means between the shaft and gate whereby the catch may yield to engage with the gate without influencing the shaft and whereby downward movement of the beam under load will actuate the shaft to release the catch and permit the gate to close.

Elevator Casualties.

Wm. Virden, employed in the elevator of James F. Umpleby at Pana, Ill., was injured June 7 by stepping on a nail.

C. C. Fisher, employed by the Scarborough Elevator Co., Scarboro, Ill., while carrying lumber fell and sprained his hand.

Geo. Detmir, employed by James F. Umpleby, Pana, Ill., while cleaning lime off brick was injured by a particle of lime flying into his eye.

W. L. Huffman, employed by the Probst Grain Co., Arkansas City, Kan., was injured July 20 by running a nail into his foot.

Harvey Baldwin, employed by the Horner Mill & Elevator Co., Lawrenceville, Ill., while handling coal was struck on the right foot by a large lump of coal, causing bruise and strain.

Ralph W. Gilbert, grain inspector employed by the Champaign Grain Exchange, Champaign, Ill., while pushing down trier in grain in car injured his side muscles and sprained his back.

Frank Walton had his hand and forearm crushed by the fall of part of a boiler wall from which he was taking out bricks in making repairs at the plant of the Cleveland Grain Co., Champaign, Ill.

Geo. Hegener, carpenter, employed in the construction of an elevator at Atchison, Kan., by the Burrell Engineering & Constr. Co., on July 1 fell from a scaffold 20 ft. to the floor, striking on his head. He died an hour later.

POWER PLANTS in the United States will be visited by experts of the Fuel Administration to make economy suggestions.

"FORAGE POISONING in Cattle and Horses" is an account of experiments made by the University of Illinois Agricultural Exp. Sta. at Urbana, to determine the cause and discover a remedy for poisoning of cattle and horses by feed. Serums developed by Drs. Graham, Brueckner and Pontius at the University of Kentucky were found to give protection in some instances.

How to Rod an Elevator.

Records of the Mutual Fire Prevention Bureau for the last two years show no fire loss of consequence on an elevator properly rodged. Two rodged risks have been virtually destroyed during that time, however. In one case the ground connection had corroded off. In the other improper materials were used and the workmanship was faulty.

When it is known that the bureau reported 39 fires caused by lightning during 1916 the immunity of the properly rodged elevator is brought out in a striking manner. Emphasis also is given to the fact that both material and workmanship must be right. Natural electric energy, popularly called lightning, is an unknown quantity. Scientists and engineers are dealing with it to the best of their ability. They have evolved standard equipment and defined methods of installation which represent the knowledge and information now available. It was evolved largely for the benefit of the elevator man whose building, because of its height, is the greatest lightning hazard in the community.

The building code—formulated in the interests of proper construction and embracing the experiences of many insurance organizations—published by the Mutual Fire Prevention Bureau, gives practical information on the installation of lightning rods. The suggestions made safely may be followed by the elevator owner. A digest of the code follows:

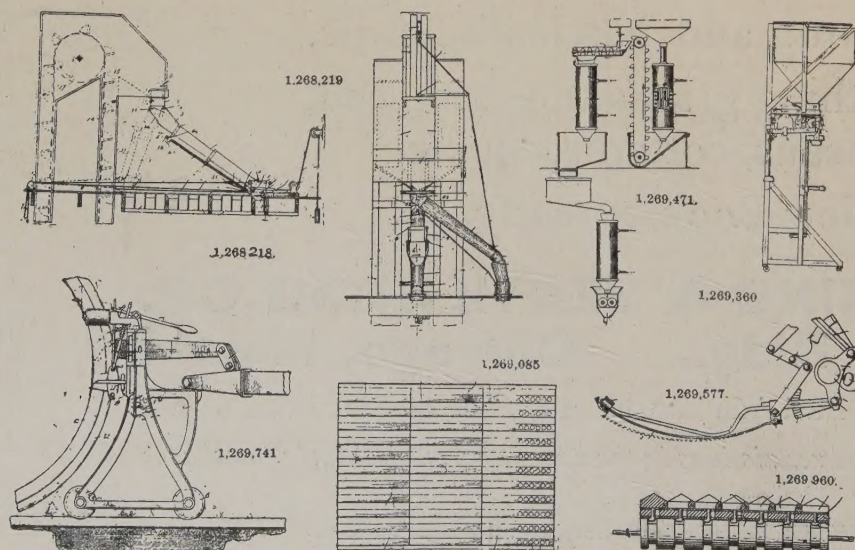
In rodging a building of which a rodged stack, chimney or other tall structure is an adjunct the shape of the structure, the direction and severity of thunder storms should be taken into account. It should be borne in mind that the outposts and projections are the danger points and rods should be so placed to give them protection. Rods should extend in as direct a line as possible to the ground, but should not be carried through or into the building. The vertical rods should be connected at the ridge or other suitable point on the roof and also at the ground. The horizontal rods serve to tie the system together and to complete the protection. Intermediate bonds are recommended for very high structures.

Protection for Metal Structures: All metal roofs, siding, gutters, ventilators, railings, chimneys and similar parts of a structure should be connected with the lightning rod system at a point lower than the metal work itself or it may be separately grounded with regular conductors. Unless this is done the current is liable to jump from one mass of metal to another with the possibility of setting fire to intervening combustible material.

The code also recommends connecting up all interior masses of metal, with the lightning rod system, including such portions of the building as girders, beams, water piping and other structural iron and steel, to join the regular conductor at a point lower than the metal thus connected. The exception to this suggestion is the gas piping which never should become a part of the protection against the lightning hazard, because of the danger of joints fusing and permitting the gas to escape.

Grounding: Permanent and reliable grounding is absolutely essential. Connection with underground water pipe is recommended, above all else. If such grounding is not possible the rods should be connected to groundplates by riveting or soldering the connection and painted to guard against corrosion. Ground plates should be of copper of not less than No. 16 Stubb gauge, three feet square and buried below the permanent moisture level with two feet of crushed coke or charcoal above and below. This method should not be used if rods can be grounded to a permanent water pipe system. Heavy cast iron casting having a superficial area of at least 12 square feet may be used in place of the copper plate. Conductor should be connected and plate should be buried in exactly the same way as when copper is used.

INDIA has 4,000,000 acres more under wheat now than in 1915.



The GRAIN DEALERS JOURNAL.

Insurance Notes.

AS A PRECAUTION against fire State Fire Marshal Ridgell of Nebraska is advising owners of grain elevators to substitute fire-resisting materials for shingle roofs.

THE UNDERWRITERS' conference com'te at Chicago has suspended the rule on general coverage contracts under which schedule grain is written, and which would prohibit the present system of coverage on line elevators. At the 1919 spring meeting a new form will be adopted.

A TAX of 10 per cent is likely to be levied by Congress upon the premiums collected by foreign insurance companies on property in the United States. In reply to an inquiry from the ways and means com'te of Congress the National Board of Underwriters has given an estimate of \$100,000,000 a year as the premiums received by foreign companies.

PREVENTION work is credited by Fire Marshal Gamber of Illinois with part of the reduction in fire losses in Illinois. He claims that in 1917 there were 20 fires in grain elevators and warehouses, with a loss of \$430,515; against 49 fires in 1916, with a loss of \$1,162,094. In other lines than grain the results were less favorable, there having been 14,655 fires in 1917 against 15,693 in 1916, with an increase in the losses from \$12,771,574 to \$13,485,083.

INVESTIGATION of the fire that destroyed the large elevator at Beach Grove, a suburb of Indianapolis, Ind., on June 14, has led the state fire marshal, H. H. Friedley to urge better protection. He says: "The plant was not properly watched and guarded. Gross carelessness and indifference to the conditions to which the fire is attributed was shown. If these people and others are not to take more interest in and precautions for protection of such values they should be required to answer to some authority for such gross carelessness."

ALTHO ELECTRIC MOTORS have been simplified and perfected by the manufacturers until they can be used almost anywhere there is a limit to the abuse to which they can be subjected. Dust is harmful to a motor. An accumulation of dust wears out the bearings and will let down the moving parts to frictional contact so that heat will be generated, requiring shutting down the machines to let the motor cool off and prevent a fire. If dust can not be kept from accumulating the motor should be moved and the power transmitted by silent chain, belt or otherwise.

THE OREGON AGRICULTURAL COLLEGE, which is maintaining an extension course in grain grading under the supervision of Professor Geo. Hyslop, has asked the co-operation of Allen G. Tindolph, of Boise, Idaho, inspector for the millers mutuals, in presenting the matter of fire prevention, and Mr. Tindolph is giving a lecture and experiments in dust explosions, based on the experience of the flour mill mutuals. He feels that the

work is accomplishing good results and expects that a great many fire hazards common to the grain trade will be eliminated thru the agency of this lecture.

TERMINAL GRAIN ELEVATOR insurance under the new plan, will be handled by the Underwriters Grain Ass'n only thru agents placing the line direct. The Ass'n will receive 90 per cent of every premium within forty-five days, without any deduction for postage, exchange. This gives the agent placing the line a 10 per cent commission. The companies are to

make settlements with their own agents for the difference between the 10 per cent and the regular rate applicable where the risk is located. Outside the excepted cities, an office controlling an elevator line will receive 15 per cent on the amount carried in the companies in its own office and 10 per cent on the remainder. The agents of the other companies will receive 5 per cent. Each company will be allowed to designate the agent or agents to whom this commission is to be credited.

NOTICE TO POLICY HOLDERS

One reason why you should exercise unusual care and diligence in protecting your property against fire is the delay and difficulty you would have in securing repairs or rebuilding owing to War Conditions.

Let us help you with our service on all known hazards.

MUTUAL FIRE PREVENTION BUREAU Oxford, Michigan

REPRESENTING:

MILLERS NATIONAL INSURANCE CO.
Of Chicago, Ill.

WESTERN MILLERS MUTUAL FIRE INSURANCE CO.
Of Kansas City, Mo.

OHIO MILLERS MUTUAL FIRE INSURANCE CO.
Of Canton, Ohio

PENNSYLVANIA MILLERS MUTUAL FIRE INSURANCE CO.
Of Wilkes Barre, Pa.

MILL OWNERS MUTUAL FIRE INSURANCE CO.
Of Des Moines, Iowa

THE MILLERS MUTUAL FIRE INSURANCE CO.
Of Harrisburg, Penn.

TEXAS MILLERS MUTUAL FIRE INSURANCE CO.
Of Fort Worth, Texas

MICHIGAN MILLERS MUTUAL FIRE INSURANCE CO.
Of Lansing, Mich.

[INCORPORATED 1877]

The Millers' Mutual Fire Insurance Association of Illinois

ALTON, ILLINOIS

Insures Elevators, Mills, Grain Warehouses and Contents
of same at Cost.

Insurance in Force \$34,010,102.93 Cash Surplus \$540,077.68

H. B. SPARKS, President

G. A. McKINNEY, Secretary

HOME OFFICE: Alton, Illinois

SOUTHWESTERN AGENCY: Railway Exchange, KANSAS CITY, MO.

A BURNLESS AUGUST

"The harvest truly is plenteous" but that is no reason why we should waste any of it. There is another year coming, and we may need all we can save; so with your help we are going to have A BURNLESS AUGUST. Of course we must guard against fire all the time; but during the dry hot days vigilance must be increased.

Our Boys must be fed while they are "holding the line" across the water, and they can't be fed if we are going to burn up the grain intended for them. A BURNLESS AUGUST is a war measure. Let's all get in line.

C. R. McCotter
Western Manager
Omaha, Neb.



C. A. McCotter
Secretary
Indianapolis, Ind.

A fire from any cause will be a calamity; A careless fire will be a crime.

WESTERN GRAIN DEALERS MUTUAL FIRE INSURANCE ASSOCIATION

DES MOINES, IOWA

J. A. KING, President GEO. A. WELLS, Secretary

Write for Information
Regarding Short Term Grain Insurance

Organized 1902

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Mutual Insurance for the Country Grain Dealer at actual cost

Our Plan is a winner, try it, and be convinced

Never missed a dividend E. H. MORELAND, Secretary Never made an assessment

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The highest standard
in quality and biggest
value in service.

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The Foremost Line of
Elevating, Conveying and Transmission
Machinery in America



Weller Cold Rolled Screw Conveyor
possesses strength and wearing qualities that
cannot possibly be obtained by any
other method of manufacture.

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Heads,
Boots,
Legs and
Buckets



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Kinds
and
Styles

Most modern mills use WELLER MADE
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WE SPECIALIZE ON MACHINERY FOR

ELEVATORS and MILLS

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New York Baltimore Birmingham Salt Lake City
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WANTED Corn Cobs in Car Lots

If in position to furnish, advise us
at what price per ton you will sell
them f. o. b. your station.

Indiana Milling Company
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THE ELLIS DRIER

is built for those who want ONLY THE BEST
in grain drier equipment. Our guarantee as to
capacity and quality of work produced is
absolute.

Grain Driers Meal Driers Oat Purifiers

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CHICAGO, ILLINOIS

YOU'VE played crack-the-whip—
everyone has. You couldn't run
fast enough so they put you at the
foot. You gathered up the dust, and
were rewarded by a good sound thrashing
for it. You didn't know centrifugal
force did it, but you know it now.

Day Dust Collector

works by centrifugal force—the only
scientific principle for separating water
and steam, or dust and air. No other like
it—it works perfectly. Send your next
order for a dust collector to us and be-
come one of our satisfied customers.

The Day Company

Minneapolis, Minn.